

Street Smart Sebastopol



August, 2000

Prepared by:

WALKABLE COMMUNITIES, INC.

**Dan Burden, Executive Director
Ramon Trias and Associates, Alternative Street Design**

Development & Credits

City Council Members

Ken Foley, Mayor
Robert Anderson
Kathy Austin
Larry Robinson
William L. Roventini

City of Sebastopol

David D. Brennan, City Manager
Sue Kelly, Engineering Director
Kenyon Webster, Planning Director

Volunteer Outreach/Logistic Team

Arlene Kallen
Sue Kelly
Marsha Sue Lustig
Natalie Timm
Leslie Washington
Steve Weinberger
Joel Woodhull
Bob Yeager

Sponsored by:

Metropolitan Transportation Commission
City of Sebastopol

chairs; the Chamber of Commerce assisted with publicity.

Walkable Communities Team

Dan Burden, Director and Facilitator
Ramon Trias, Principal Town Planner
Celine Hardan, Architect
Michael Wallwork, P.E., Principal Engineer
Sue Newberry, Publications

And, the Sebastopol Union School District made their wonderful new Multipurpose Room at Parkside School Available to us for the community workshops.

In-Kind Contributions

Several businesses made generous contributions, including Fircrest market, Sprint Copy Center, Whole Foods, Village Bakery, and the Sebastopol Cookie Company. The Community Center loaned us the

This report was prepared for the City of Sebastopol, California, by Walkable Communities, Inc. For background information on details found in this report contact Dan Burden, Director. Walkable Communities, Inc. provides a helpful website at www.walkable.org

Disclaimer

The contents of this report represent the knowledge, experience, and expertise of the citizens and authors in providing ideas and concepts to improve safety, access, mobility and livability through streetscaping, transit, walking, bicycling and other traffic management strategies. This report does not constitute a standard, specification, or regulation, and is not intended to be used as a basis for establishing civil liability. The decision to use a particular measure should be made on the basis of an engineering study of the location. This report is not a substitute for sound engineering judgment. Adherence to the principles found in this report can lead to an overall improvement in neighborhood and community livability and traffic safety.

Table of Contents

Introduction	Page 4
Existing Conditions and Options	Page 7
Design Guidelines with Additional General Comments	Page 17
Sebastopol Plan Overview	Page 34
Street Design Illustrations	Page 35
Typical Sections	Page 45
Appendix	Page 49
Workshop Announcement Flyer	
Goals and Policies	
Focus Group Meeting Notes, August 4, 2000	
Agenda for Friday-night Meeting	
Public Meeting Notes, Friday, August 4, 2000	
Design Session Notes, Saturday, August 5, 2000	
Final Power Point Presentation	

Introduction



City of Sebastopol

The City of Sebastopol is located north of the San Francisco Bay area in rolling terrain within commuting distance of numerous urban centers and job opportunities. Citizens of Sebastopol choose this quality setting, celebrating the semi-rural, pristine land and life styles it engenders. Citizens know that transportation and public space decisions add or detract from quality of life and stewardship of land they treasure. Sebastopol residents came to a set of workshops, some with curiosity, others filled with passion, conviction, and desire for safe and enjoyable roadways, compact land form, and sensible, people-focused, affordable homes and transportation.

But can we say why diverse lifestyles, reduced speed, wider sidewalks, more plaza space and reduced auto dependency, traffic bypass, and quiet plaza would be at the heart of this community's new vision of its future? Easily! It has to do with human hearts and minds. Every historic American community that has cherished itself, as Sebastopol has for nearly 100 years, yearning to keep intact a dedicated, permanent, livable place – a place where people can come together for every day fun, to share the joys and sorrows of extraordinary occasions, and – beyond that – to drink deeply from the sources of strength that hold us and mould us as communities.

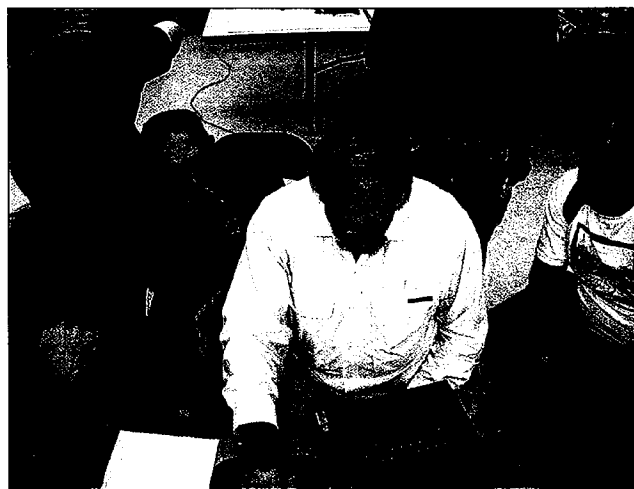
words adapted from those of Tony Hiss, author of Experience of Place

Sebastopol Workshops

In August, 2000, Sebastopol residents took part in a series of focus groups, visual priorities, design studios and public presentations. The work focused on developing the transportation vision which will drive Sebastopol's transportation plan. This report summarizes four days of work and fun by an estimated 150 people who gathered together to create a vision for Sebastopol. These citizens showed and demonstrated their concern for the quality of life for their families and all others sharing this delightful place. They face challenges, but community citizens seem ready to work together to achieve goals. As they go forward, they should remember the words of German pessimist philosopher, Shopenhauer, who once said: "All change must go through three stages. First there is ridicule, then violent opposition, then acceptance."

Top Ten Issues (raised by the public)

1. Widen sidewalks
2. Eliminate one-way streets
3. Slow traffic on SR 116
north and south bound
4. More trees on SR 116 downtown
5. Reduce number of lanes on Main Street
6. Roundabouts
7. Reroute big trucks
8. Bypass SR 116
9. Bike Lanes
10. Gateways into town



Ground Rules

Argue with your pencils and pens, not your mouths.

Residents, staff, and elected officials attended various events allowing them to discuss their dreams, issues, and concerns. They talked, debated, shared, and worked together in groups to reach compromises and shared visions for the community. Children, adults, and professionals added essential points and details to the final plan.

Vision Drives Design

Towns across America are learning that with a coordinated, locally developed vision developed by community members, formerly impossible dreams become reality. New energy and new commitment result from towns unifying and building dreams together. Former negative energy is transformed into positive, collective community-building spirit. In the end residents are proud, productive and happy.

Planning for the Future

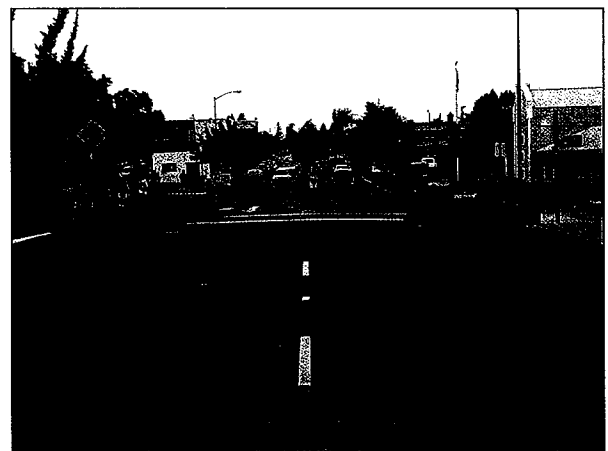
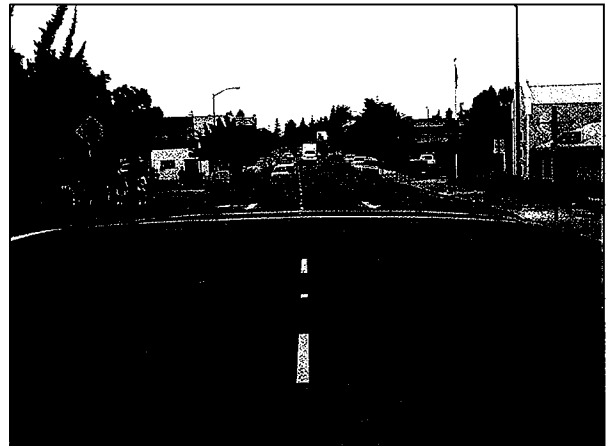
Citizens, staff, and elected officials came together to find common ground for a plan the entire community could embrace. This process began by identifying issues and concerns of residents, then proceeded through steps needed to create a shared vision.

Questions: Can Sebastopol envision a plan that will be implemented? Will funding levels allow implementation? Will residents pull together to see the vision through to reality? Can a vision for better balance between cars, pedestrians and bicyclists be achieved in downtown?

Town Making Process. Nationwide, new and “old as the hills” methods of town and street design offer citizens exciting new prospects for building lively, yet quiet, pleasant places to assemble, shop, be entertained and associate with friends and strangers. New processes, using highly interactive workshops, are rebuilding trust and partnerships, allowing many new dreams to be achieved. These principles are being applied to Sebastopol. Once proven successful, the principles, concepts, elements and processes of making the transportation vision a success can be applied to other areas within the city.

Place Making. Sebastopol has a strong sense of place that residents want to preserve. The city has a history, a core, and many longtime residents. It is unique, with authentic character that speaks of the history of place. Citizens want to retain this sense of place and enhance it by creating more opportunities for people to gather together socially, to shop, to play, and to work.

Traffic. Citizens came together to envision a downtown with local traffic, traveling at prudent speeds, that reduces noise and makes pedestrian crossings easier. Sebastopol residents treasure their downtown, Plaza area, and opportunity to mix with the diverse citizenry. These values drove the suggestions made in this report.



Three views of North Main Street at the Post Office. Top photo: current conditions - pedestrians today attempt crossings while motorists are accelerating into the area.

Middle Photo: view of streetscape if a one-way couplet is kept, with curb extensions added.

Lower Photo: If a two-way street is adopted, median treatment can also added.

Existing Conditions and Options

Downtown Streets

Existing Conditions and Recommendations

The crossroads of State Routes 12 and 116 is at the heart of Sebastopol. State Route 12 connects western Sonoma County and Bodega Bay to Santa Rosa and points east. State Route 116 connects points south of Sebastopol to Forestville, Guerneville, and other river communities to the north. As SR 116 enters the city limits from the south, it has three lanes. It becomes a one-way pair with Petaluma Avenue. Petaluma Avenue is a north bound two-lane facility, and State Route 116, or Main Street, is mostly a two-lane facility with three south bound lanes from McKinley to Burnett.

At the intersection of McKinley and Main Street, the road going south turns into a three lane one-way facility. Going north, Main Street becomes Healdsburg Avenue, then Gravenstein Highway, and becomes a three-lane section with one travel lane in each direction and center two-way-left-turn lane (TWTL). South of town, the roadway becomes two lanes south of Elphick.

The table at left shows that as of 1998, there was an increase in traffic south of town, but little change through town and slight decrease in traffic on Covert Lane. Citizens expressed the opinion that traffic has increased substantially over the years as adjoining areas have grown and more commute trips are made. The Transportation Element of the 1994 General Plan agrees with this analysis and goes on to mention that weekend summer traffic is higher than weekday traffic.

Comments were made that the conversion to the one-way pair decreased congestion in town. Since then there has been growth in traffic that saturates the roadway, lengthening the peak congestion period.



Times have changed since the top photo of Sebastopol. During the charrette process, some residents suggested that train service and tracks should return to downtown.



Route	Location	Vehicles per Day		
		1992	1995	1998
12	East of Main Street	25,500	24,300	22,700
12	East of City Limits	28,500	27,500	26,000
116	West of Covert Lane	19,000	17,900	17,500
116	West of North Main Street	22,200	20,800	20,000
116	Main St south of Bodega Av (southbound)	14,100	13,100	13,100
116	Petaluma Av south of Sebastopol Av (northbound)	14,000	13,200	15,500
116	Gravenstein Highway South	22,300	20,600	26,000

The Purpose of Sebastopol's Streets

The purpose of State Highways 12 and 116 is viewed differently by various user groups. Commuters are eager for the fastest, most convenient route to and from their homes and work sites. Engineers seek the highest vehicle capacity possible in order to satisfy this demand. The needs of visitors vary, depending on their purposes and destinations. Local residents seek access to local destinations, easy parking in close proximity to their destinations, and pedestrian friendly environment. Merchants understand that the thousands of vehicles passing their businesses daily do not represent profits until the vehicle occupants are enticed to leave their vehicles.



Throughout the public input process, citizens spoke of the need to improve conditions for pedestrians and bicyclists. They feared that children in the new town square might dart into the continuous stream of traffic. They knew first hand how difficult it is to cross streets where drivers are reluctant to yield to pedestrians. Sebastopol residents love their town, but feel they can't fully enjoy it with today's traffic conditions. One resident compared the town square to a median island in the center of a congested roadway.

These views of roads as thoroughfares or as means to access local destinations are in conflict with each other. The community must decide how to find an

appropriate balance. The following options can be implemented as final solutions or as phased implementation.

One-Way Pair

One-way streets are used primarily to remove left turning vehicles from through lanes. This treatment leaves remaining lanes clear for unobstructed through traffic, which encourages faster speeds. In addition, turning movements increase because drivers often must circle the block to reach their destinations. This situation generates more mileage driven, more pollution, more noise, and at times more traffic congestion. As the problems of high speed, increased traffic, and increased turning movement have become apparent, cities across the country have converted one-way couplets back to two-way streets. However, one-way couplets have had positive effects in Sebastopol. The conversion reduced accidents by 37% and improved traffic flow through downtown.

The community must reach agreement with Caltrans before any change to the current street configuration can be made. Options are provided for maintaining the one-way pair and for converting the streets to two-way operation. This enables the City to implement some options now, while they pursue resolution of the political and policy issues in the community with Caltrans that could allow the City to convert the streets to two-way operation, which was overwhelmingly supported by participants of the workshops.

Bulb outs recover unused asphalt at intersections, provide space for street furniture, eliminate illegal parking close to intersections, improve visibility, and shorten pedestrian crossing distances. Bike racks, benches, landscaping and trees (requested by citizens) can be placed in the bulbouts. Bulb outs at pedestrian crossings prevent drivers from parking on crosswalks and improve both driver and pedestrian visibility.

Option 1: Preserve the One-Way System

The first option is to maintain the existing one-way pair arrangement with some minor refinements, such as adding bulb outs at intersections, pedestrian crosswalks, and bike lanes where they are feasible. Outside the boundaries of the one-way pair, roundabouts proposed by the residents can be added.

Median sections can also be included within the existing and proposed center turn lanes and excess asphalt at various sites can be reclaimed for green space. The objective of this option is to serve the current traffic levels in a manner that is more compatible with pedestrians and bicyclists.

None of these refinements addresses one major issue raised by citizens. The Plaza is an island amid heavy traffic. Several options were examined to change this traffic pattern to reduce congestion in this area, but these solutions cannot be implemented unless operation becomes two-way. However, even with continuing one-way operation, there is an opportunity to reduce the amount of asphalt around the town square by narrowing the lanes and reclaiming pavement that is currently not being used by vehicles.



One-way travel lanes encourage faster speeds, which attract through traffic. Estimates are that at least 50% of traffic on State Routes 12 and 116 is just passing through, and could be diverted to a more convenient and quick route.

A modified design shown for the intersection of McKinley and North Main Street shows the improvements suggested. The basis of this design is to improve pedestrian movement. See Figure 1 at the end of this section.

Option 2: Eliminate the One-way Pair

The most recent traffic counts reveal that over 1,000 vehicles per hour enter Sebastopol from the north. The same number of vehicles pass through each of the intersections within the area and through to Cotati to the south. The consistency of these numbers indicates a high percentage of traffic is pass-through.

There are two perspectives on managing this traffic. One is to widen streets to improve the level of service and allow for increases in traffic in the future. This perspective often results in more rapid increases in traffic volume than anticipated, as drivers seek the fastest, least congested routes. In effect, the widened facility attracts more traffic.

The opposite of this method is to build streets to fulfill those functions as sought by the community. In the case of Sebastopol, the people at the workshop expressed a desire for a more people-friendly downtown core. They wanted easier crossings, less noise, fewer trucks, and less traffic in general. These desires create several approaches the city can take. One is to retain the one-way pair and continue to seek a bypass road. The implications of the option is that traffic will gradually increase until gridlock ensues. Ultimately, the gridlocked congestion still has to be dealt with.

Another option is to build the streets to meet the functional needs of the community as expressed during the charrette and accept the fact that there will be congestion, and possibly gridlock. The benefit of this option is that the streets perform better for the community. Restricting Main Street north and south to a single lane in each direction crossing State Route 12 would substantially increase traffic congestion on these streets. (See Figure 2 at the end of this section.) To provide an alternate route for some of this traffic, a left turn movement would be required

from North Main Street onto McKinley. This treatment would distribute some of car traffic to Petaluma, which was acceptable. Trucks would be restricted to Main Street except for deliveries. This option would remove the truck traffic from the Plaza area.



Improving conditions for pedestrians at the Post Office is a high priority for citizens.

It should be noted that creation of the one-way system was approved by the voters of Sebastopol to address perceived extreme congestion problems. A vote of the people would likely be required to return to a two-way system.

Other Measures to Reduce Traffic

At intersection of Highway 116 and Occidental, relocate the southern leg of 116 to the east. The intent is to make the intuitive travel path of SR 116 north to Occidental east, onto Highway 101. Drivers who want to travel through Sebastopol must turn right onto the newly relocated SR 116. This is outside City boundaries, and the County of Sonoma would need to implement this project.

If Caltrans would approve it, the City could consider reducing the “green time” for Highway 116 traffic at signalized intersections and increasing the “green time” for side streets. The intent of this change would be to discourage through traffic.

Construction of a roundabout at the intersection of McKinley Avenue and Petaluma Avenue. Right-of-way acquisition may be needed. (Figure 3)

Implement other improvements to Main Street per recommendations listed under ‘Either Option.’ These changes will improve the aesthetics of the route, reduce vehicle speeds, and encourage some drivers to choose other routes. Because of the reduced attractiveness of State Route 116 as a through route, a bypass must be constructed.

If streets are returned to two-way operation, the opportunity will exist to address the top priority selected by workshop participants, which was to widen sidewalks. This option isn’t shown on sections provided, but space could be redistributed to widen sidewalks if the funding is available. About five feet is available for redistribution.

Special consideration must be given to trucks moving from State Route 12 onto State Route 116. Even if a bypass route has been developed, trucks will still need to turn from State Route 116 north of SR 12. Two



Local delivery trucks must be accommodated, but citizens expressed the desire to divert through trucks.

options are available to provide for this movement:

- Retain existing arrangements in which trucks are routed from SR 12 to Petaluma, then to McKinley and right on North Main Street. If this option is retained, the proposed roundabout at McKinley and Petaluma cannot be provided.
- Increase the right turn radius from State Route 12 to North Main. This treatment would require right-of-way that may extend into the bank building on the northeast corner. If this radius is increased, the trucks can be rerouted from State Route 12 directly onto State Route 116. A roundabout at McKinley and Petaluma can then be installed.

It was suggested that the section of Petaluma Avenue between State Route 12 and McKinley be closed to vehicular traffic on the weekends if the two-way conversion is implemented. This can only be done if trucks are accommodated on streets other than McKinley.

Either Option

Outside the one-way pair area, the following improvements can be made:

- addition of roundabouts and short medians sections in center turn lanes.
- recovery of excess asphalt for green space, improvement of pedestrian crossings and definition of on-street parking with bulb outs.

The conceptual design shown is a suggested layout. Additional design work to refine the median locations will be required.

Pedestrian signal phases in the downtown area should be converted to automatic introduction with vehicle phases. This adjustment will eliminate the need for pedestrians to push buttons for permission to cross streets.

Roundabouts

Roundabouts are proposed at:

Gravenstein Highway

• **Lynch Road**

Installation of a traffic signal has been proposed at this site. A roundabout here would provide an appropriate location to welcome drivers to Sebastopol and slow speeds.

• **Fircrest Avenue**

Installation of a traffic signal has been proposed at this site, but residents suggested a roundabout during design presentations.

• **Petaluma Avenue and South Main Street Junction w/Gravenstein** (Figure 4, p. 39)

The design of this roundabout would vary depending on whether the one-way system is to be preserved or converted to two-way. In either case, the basic design remains the same. The two north approaches would vary based upon operation.

Healdsburg Avenue

Roundabouts are also proposed at:

• **North Main Street (High School Road)**

(Figure 5, p. 40) which would replace an existing signal.

• **Covert Lane** (Figure 6, p.41) *This intersection is unsignalized.*

• **Hurlbut Avenue** (Figure 7, p.41) *This would replace an existing signal.*

Roundabouts

- | | |
|--|---|
| • Reduce crashes | • Increase intersection capacity |
| • Reduce speeds | • Increase opportunities for roadway beautification |
| • Reduce injury severity | • Encourage community gateways |
| • Reduce wait times | • Serve as locations for fountains, statues or other community sculpture |
| • Reduce pollution & energy consumption | |
| • Increase pedestrian safety | |



This single lane roundabout on a state highway in Fort Pierce, Florida, improved an intersection along a four lane roadway in the heart of the downtown.

Gravenstein Highway North

- **Mill Station Road**

A traffic signal will soon be installed as part of the O'Reilly Project. Caltrans will require road widening as part of the signal modification. A roundabout at this location would be safer, reduce speeds, and prevent creeping street width that eventually turns into wide streets.

Several of the proposed roundabouts provide opportunities to improve access to adjacent businesses by including driveways onto the premises.

It is feasible for the community to build all of the roundabouts listed above when traffic is operating in one direction, then convert the roundabouts to two-way operation, when the political and community will exists to convert the system. Some community suggestions for roundabouts are not included because there was inadequate right-of-way at those sites. The community will need to review proposed roundabout locations to better understand traffic implications, right-of-way issues and costs. Implementation priorities will also need to be established.

Streetscape

All community design groups recommended substantial increase in the number of street trees. One

recommendation was to install one street tree per property or at maximum spacing of one tree every fifty feet.



Citizens wanted more trees. Tree wells and trees in landscaped areas adjacent to roadways allow natural canopies over walkways. Tree wells can also be placed between parked cars every two to four spaces with no significant loss of parking.

One way to increase the number of street trees is to create tree wells approximately 6 feet square every two to four parking spaces. A six inch curb will allow vehicles to enter and exit the adjacent parking spaces and overhang the tree well for maximum use of space. Tree wells within the parking lane meet Association of American State Highway Transportation Officials (AASHTO) guidelines because they are



This sidewalk in Portland, Oregon, has shade and width sought by Sebastopol citizens for their downtown areas.

beyond the edge of the travel way, which is defined by the parking lane line. The community should investigate means of increasing street trees, both on public right-of-ways and on private property.

Pedestrian Facilities

Sidewalks should be installed on both sides of all streets. Where feasible, sidewalks should be separated from traffic with planter strips. Pedestrians are more comfortable away from traffic, and separation reduces likelihood of pedestrians being splashed by passing vehicles. The green strip also provides opportunities for planting trees.

Focus group participants explained that a large percentage of Sebastopol's residents are over 55 years of age and that many have visual impairments and physical limitations. They also explained that those who can walk, enjoy walking to the downtown area. Pedestrian facilities should comply with Americans with Disabilities Act (ADA) standards to better accommodate these users.

Sidewalks should be widened whenever possible, especially in retail areas. Tree wells can be added between parking spaces in parking lanes in the downtown area. With careful design, this space can accommodate bicycle parking and benches too without substantial loss of parking. This design increases usable space on sidewalks without major rebuilding.



Median islands provide safe places for pedestrians to wait for gaps in the traffic.

Research shows that providing islands for pedestrians between lanes at mid-block crossings is most effective at reducing conflicts with vehicles. Where feasible, islands should be provided at the locations cited by citizens. A crosswalk on Petaluma at the hospital should be a priority. A pedestrian island can be provided on McKinley approximately halfway between Petaluma and Main Street to assist pedestrian crossings. Traffic is generally moving slowly at this site, which makes it easier for people to cross the street. The island simply provides safe space for pedestrians to wait for gaps in traffic in the center of the street. A series of crossings were proposed by citizens on Gravenstein Highway between Lynch and South Main.

Whenever marked crosswalks are provided other than at intersections controlled by roundabouts or traffic signals, they need to have high visibility markings such as thermoplastic or reflective materials and be signed in accordance with accepted standards. White ladder markings are the preferred choice. The City should work with Caltrans to improve markings.

Bicycle Issues

Provisions for bicyclists can be provided either under one-way pair or two-way operation:

One-Way Pair

Provide one five-foot bicycle lane on Petaluma and one on Main Street. Bicyclists travel in the same direction as vehicle traffic. Care must be given to the details at intersections, as more than half of all bicycle/vehicle crashes occur at intersections. Mark lanes for one direction of traffic and use enforcement if necessary to teach bicyclists not to travel facing oncoming traffic. On-street parking may need to be removed in some locations (see Figure 8).

Two-way Operation

Adequate room is not available on Main Street or Petaluma Avenue for bicycle lanes under two-way operation. However, edge stripes 5' from the face of curb on the west side and 13' from the face of curb on the east side of Petaluma Avenue would provide



Bicycle lanes on streets help make movements between bicyclists and motorists more predictable. Slowing traffic speed is also a key factor in making bicyclists more comfortable when sharing streets.

some delineated space for bicyclists and maintain parking on one side of the street. It should be noted that creation of bike lanes may require removal of on-street parking, which may be controversial with some merchants and residents.



Bulb outs can be placed at several sites along Main to improve pedestrian crossings without losing parking. As shown in this example from another city, bulb outs help pedestrians with visibility and add space for landscaping.

Trail Crossings

At Petaluma Avenue near the Post Office a trail currently ends at a very flat angle which creates visibility problems. This route could be improved by installing a pedestrian island as shown on page 14. This facility would also aid pedestrians crossing at this site. The addition of parking at the trailhead would eliminate some of the trail crossings (see Figure 9).

There is a proposed trail that crosses State Route 12 in the vicinity of Morris street. It is recommended that an island be installed in the center turn lane.

Other Issues

At Bodega and Jewell Avenues, narrow Jewell to two lanes or two with left turn lane and convert the traffic signal phasing from split phasing to simple two-phase operation. This change would reduce delays to all users at the intersection and reduce vehicle queues in front of the Fire Station, allowing faster exit of fire equipment from the station (see Figure 10).

Angled parking on Main Street was suggested if the two-way conversion is implemented. To be successful, two-way operation requires provision of left turn pockets at major intersections. The space remaining is not adequate.

Prohibiting left turns from Covert Lane onto Zimpher Drive was suggested during citizen design presentations. Time and available data did not allow evaluation of this suggestion.

Bus shelters should be provided at bus stops. When buses move into turnouts to pick up and load passengers, they often have difficulty re-entering the traffic stream. To improve the ability to enter traffic streams the turn outs should be partially indented. This design will encourage drivers to slow down to squeeze past. When bus drivers signal to re-enter the traffic stream, drivers are more likely to allow them to enter.

Underground utilities enhance the aesthetics of the area and should be used whenever possible.



Requiring developers to widen right-of-ways during construction allows for future widening of the street, which will encourage more traffic.

Several written statements by residents were submitted to the consultants. These suggestions were considered and included where possible. Some suggestions would not meet traffic needs.

In front of the Post Office building on Main Street, motorists jockey for position as the number of lanes decreases. An immediate change should be made to narrow the lanes to two, eleven-foot travel lanes and a bike lane until operations change to two-way. Curb extensions at the crosswalk should use all remaining space at this location.

Bypass Route

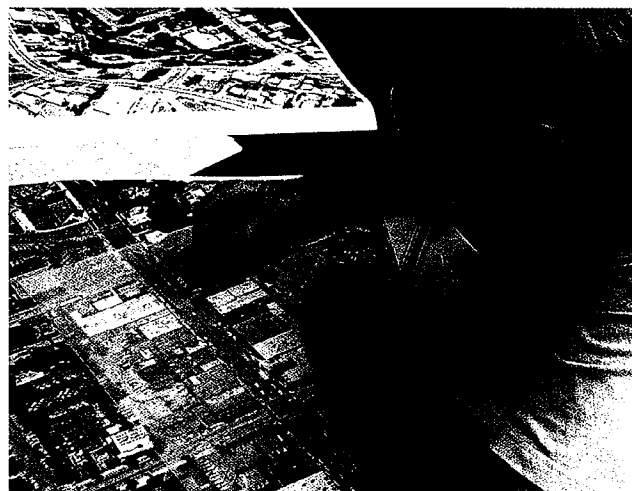
The concept of a bypass route for north/south traffic has been discussed for over fifty years with no resolution. Citizens explained that the county has less interest in constructing the route than the City.

Although previous efforts to implement a bypass have not been successful, it is important to note that things are changing in the transportation arena. The Transportation Equity Act for the Twenty-first Century (TEA21) provides guidelines for use of federal transportation funds throughout our nation. This farsighted legislation recognizes that years of engineering for vehicles, with only perfunctory attention

for pedestrians, bicyclists, and other users, has adversely impacted quality of life in communities. Provisions encourage serious design considerations for all modes of transportation and mandate implementation of plans when federal funds are involved.

State transportation entities are adopting new policies to implement TEA21 provisions, and awareness of pedestrian and bicycle issues is increasing. This new environment gives hope to communities who have been thwarted in previous efforts to provide better balance between roadway users and multiple uses of streets. Community leaders and politicians throughout our nation are learning to turn to the provisions of TEA21 for support in creating balanced transportation solutions.

At this point in time, traffic can travel from State Route 116 to Llano Road until it terminates at Highway 12. The "bypass" plan shows an extension of Llano Road to Occidental Road, which would complete the connection needed to provide a bypass alternative. This route would also provide an alternative for traffic which currently turns right onto SR 116 from Route 12. The ability of this route to offer alternatives to drivers on both State Routes 116 and 12 makes it a highly desirable choice for bypass routing.



Michael Wallwork, P.E., develops conceptual designs based upon public input during the Street Smart Sebastopol charrette meetings.

Neighborhood Traffic

Many charrette participants expressed concern that changes to the one-way configuration would promote cut-through traffic in neighborhoods. Some feel some cut-through traffic is already experienced, but they acknowledge it is primarily local. Heavy cut-through traffic through neighborhoods is not likely because there are no obvious, continuous routes that parallel congested roadways. Drivers are inclined toward taking the path of least resistance, and some may already be choosing outlying county roads rather than pass through Sebastopol.



Traffic backs up at the intersection of State Routes 12 and 116.

Summary

Currently there is a high volume of traffic moving through Sebastopol in all directions. The traffic volume adversely impacts the downtown core. In order to make the downtown area more walkable and bicycle friendly, traffic volumes must be reduced. The most effective method is the extension of Llano Road to Occidental Road. A road project of this type faces many challenges, but once it is accomplished the one-way pair can be eliminated, if the community so desires. Two-way operation will make the downtown core more people-friendly.

Separate to the construction of the bypass, improvements to State Route 116 such as roundabouts instead of traffic signals, medians with turn lanes, bike lanes, sidewalk and crossing improvements can be implemented.

circulation system that is safe and efficient



TEA21 requires all state transportation departments to develop public participation process such as the one conducted at the Street Smart Sebastopol workshops.

- ***Regard the quality of life in Sebastopol and maintaining community identity as more important than accommodating traffic.***
- ***Build a bypass around Sebastopol.***
- ***Develop and manage a street and***

Design Guidelines with Additional General Recommendations

The following section of this report provides general guidelines for creating people-focused transportation systems.

Details in this document provide a balance of planning and engineering steps often taken to achieve comfortable walking, bicycling, transit and motoring conditions. The needs of all members of the community, from children to seniors, are provided in these guidelines. Bicyclists, transit users, pedestrians as well as motorists needs are treated with balance and equality. Access, mobility and safety are accommodated in these design elements.

These elements provide for motoring, parking, retail, social uses of space, maximum retained property value and other street assets.

Sensitivity for preserving historic Sebastopol is the setting for improving contemporary Sebastopol and the future livability of the community. All these elements are also incorporated in these design guidelines.

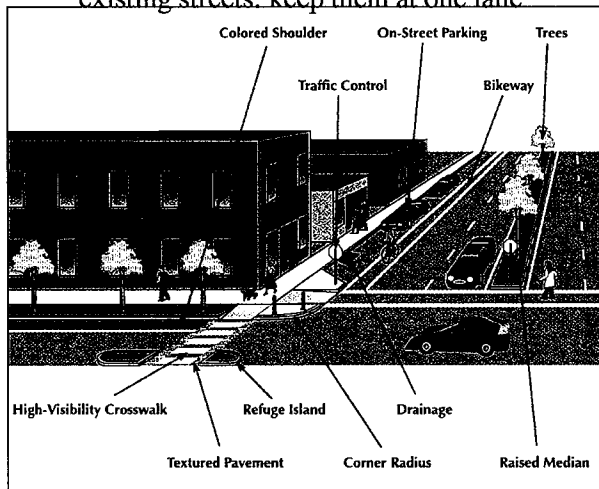
Street Design

Issues and Concerns

- Speeds are too high on many streets.
- There is only one way through Sebastopol
- Traffic congestion is high around the downtown inner loop.
- The downtown area gets saturated with pedestrian traffic. Pedestrian and motorists conflict levels are high.
- There is insufficient on-street parking downtown.
- Bicyclists cannot always share the roads with motor vehicle traffic.
- There are too few pedestrian and bicycle considerations.

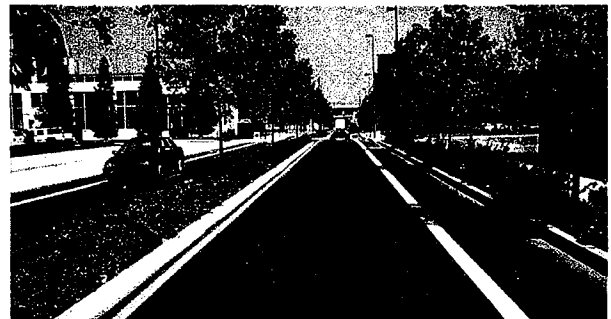
Recommendations

- Install roundabouts or other improved channelized intersections to improve traffic flow and reduce speeds at major intersections.
- Eliminate existing free-flow moves at intersections that jeopardize pedestrian safety.
- Resist the temptation to add travel lanes to existing streets: keep them at one lane.



A successful street is a combination of many design elements. A few of them are shown here.

- Tighten corner radii and install traffic calming devices to slow traffic entering residential areas.
- Provide added connections for pedestrians and bicyclists.
- Maintain low speeds and volumes on downtown area streets.
- Require adequate width sidewalks on both sides of all new streets; retrofit existing streets with sidewalks.



As shown above, reducing lane width can be both real (adding bike lanes and median) and perceived (planting tall trees).

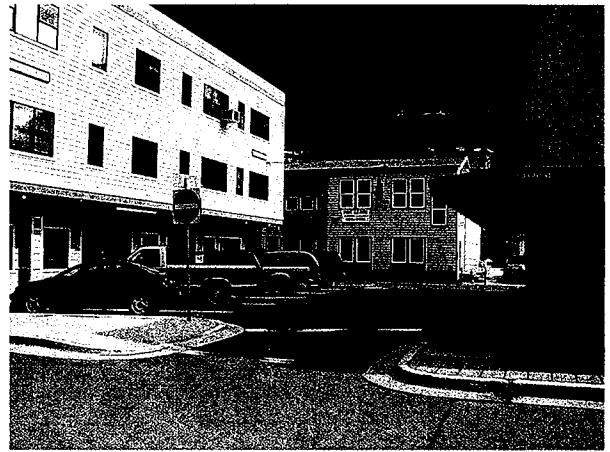
Parking

Issues and Concerns

- There is a perception that there is no remote parking for employees, so they use available spaces.
- Management of parking restrictions is weak.
- Many employees abuse parking, moving their cars from one downtown location to another throughout the day. Many downtown office workers park in neighborhoods.

Recommendations

- Convert parking to diagonal spaces where possible.
- Provide parallel parking spaces where diagonal spaces are not feasible.
- Add parking on side streets where appropriate.
- Use incentive plans to encourage employees to park in more remote locations.
- Create an enforcement plan that is coordinated among merchants and police.
- Try to avoid off-street parking, but if needed, landscape edges, corners and non-operational areas to minimize visual deterioration of town center.
- Provide metered parking with consolidated pay stations (to reduce sidewalk clutter and to allow more parking spots per block) to reduce parking abuse by employees. This approach brings in important revenues and maximizes



On-street parking is normal, necessary, and expected in business areas. Parking next to sidewalks helps establish building orientation to the street, which is so important to main street vitality. As shown above short blocks with neckdowns at corners help create attractive edges and minimize pedestrian conflicts.



Europeans have learned to maximize pay parking by replacing meters with block pay stations. This treatment can maximize street parking space, reduce intrusions in walkways and reduce illegal and inappropriate use of street parking by retail and office staff.

Transit Shelters

Issues and Concerns

- Waiting for the bus is often a hot, noisy, sometimes scary experience.
- Bus shelters are not well designed to meet the needs of the public.
- Secure bike-parking for bike commuting is not available.
- Some shelters are too isolated from activity centers.

Recommendations

- Build attractive, fun, friendly, festive, colorful shelters.
- Provide bike parking at all super shelters. Super shelters can be provided every mile along principle transit corridors.
- Provide park-and-rides at remote centers to encourage transit ridership and reduce the demand on downtown parking.
- Maintain a friendly atmosphere, and heat shelters during cold weather.
- Create an open design, with adequate night lighting.
- Provide super-stations at convenient locations and make these fun places to shop, meet other people and conduct essential errands.
- Install information systems that alert waiting passengers on the number of minutes until the next bus arrives.



This transit shelter in Ottawa, Ontario provides fun, light, dry space. These attractive shelters provide pleasant, waiting areas. Information on time of next bus arrival is always available.



Well placed and priced bike lockers are provided in Mountain View, California, to maximize convenience for those selecting transit travel. Lockers are far cheaper to provide than auto parking, and they allow citizens to remain fit and reduce expensive auto habits.

Pedestrian Crosswalks

Issues and Concerns

- Traffic often does not yield to pedestrians in crossings away from the downtown area.
- Crossings and sidewalks in suburban areas are poorly lit.
- There are very few crossing opportunities. Some crosswalks are poorly marked. Few provide additional safety enhancements such as refuge islands.

Recommendations

- Provide pedestrian refuges in suburban crossings, and especially at the Post Office, Safeway and other attractions.
- Redesign large intersections to provide shorter crossing distances, refuges and better visibility for pedestrians
- In downtown areas add refuge islands in locations that generate intense demand.
- Use bright international (ladder-style) crosswalk markings made of permanent marking materials. Higher speeds on streets call for added material and contrast.

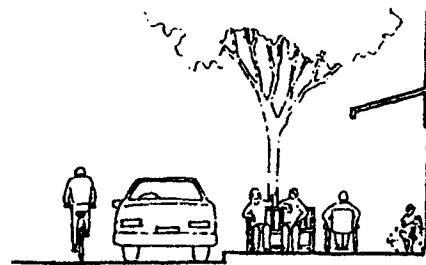
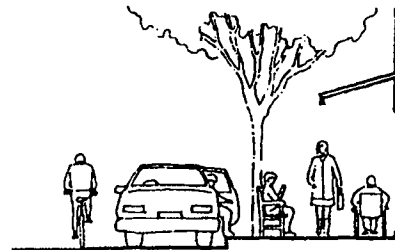
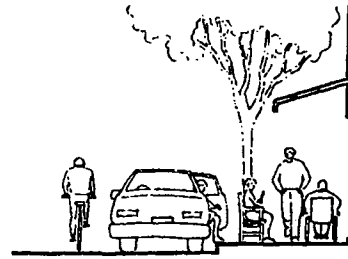
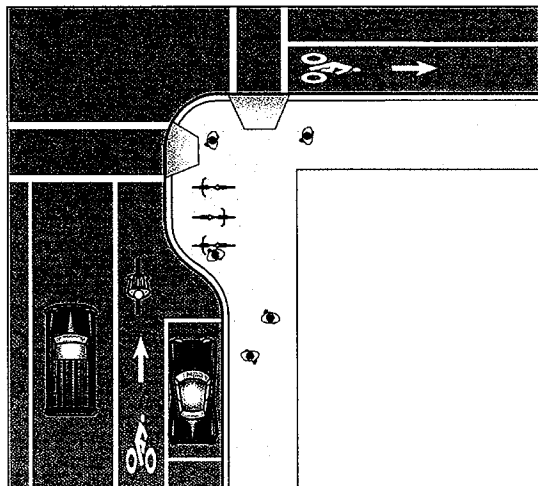
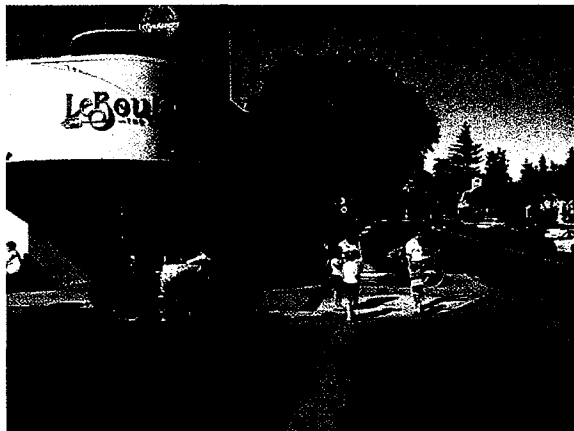


Easy to maintain crosswalks with refuge islands were added to streets in Sacramento, California. These treatments help people cross traffic lanes negotiating one threat at a time. Pedestrians usually wish to cross streets at no more than 150 foot intervals. By carefully placing cross walks each 300 feet, pedestrians become more predictable and safe. Motorists are more inclined to yield to pedestrians in well marked and well signed crossings.

Sidewalks and Curb Extensions

Issues and Concerns

- There are limited sidewalks in key areas. Some need maintenance or replacement.
- Sidewalks are absent in some areas of Gravenstein Highway South and North and Healdsburg Avenue.
- Sidewalks are too narrow in many locations.
- It is difficult to walk between key pedestrian centers, due to lack of connectivity.
- Some sidewalks are not accessible for persons with disabilities due to steep cross slopes, uneven pavement, and intrusion of street furniture and utility poles into the walking path.
- There are too few benches, low walls or other formal or informal resting areas.



Depicted above are various configurations of sidewalk width, edge treatments and travel paths.

As illustrated at left, besides shortening crossing distance and improving effective turning radii, the curb extension provides a place for bike racks and other street furniture. The picture above shows a landscaped curb extension or bulb out.

Recommendations

- Existing sidewalks: Target funds to fix sidewalks that present the most severe barriers; widen sidewalks that are too narrow.
- Enhance existing subdivision ordinances that require developers to provide sidewalks on all new residential streets to also be separated from streets with parking or “nature strip” buffers.
- Give priority to providing access for residents and workers to transit, schools, offices and shopping areas.
- Work with seniors and people with disabilities to identify priority locations for reworking the most difficult areas.
- Sidewalks in the downtown general area should be a minimum of 8 feet wide, with preference for 10-12 feet.
- Enliven corners with bulbouts.
- Install benches or build amenities that provide sitting areas. Consider shade, noise, security, and view when selecting sites.
- Provide grates even with sidewalk surface over tree wells.
- Provide smooth joints with utility caps and other street elements.
- Coordinate sidewalk replacement programs with utility upgrades.
- Install curb ramps at key intersections for disabled access.



Peoples' desire to walk or avoid walking often is based on quality of walking experience. High quality sidewalk environments require buffers. Planter strips of 6-7 feet are ideal. On-street parking and bike lanes offer buffers when sidewalks must be attached to curbs.



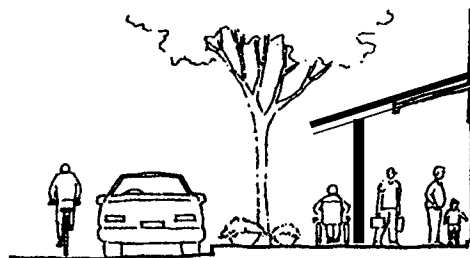
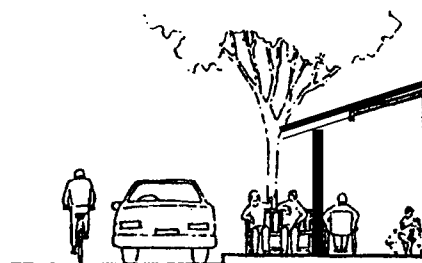
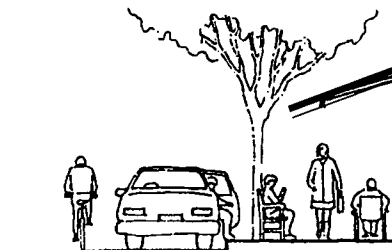
Rainy Conditions

Issues and Concerns

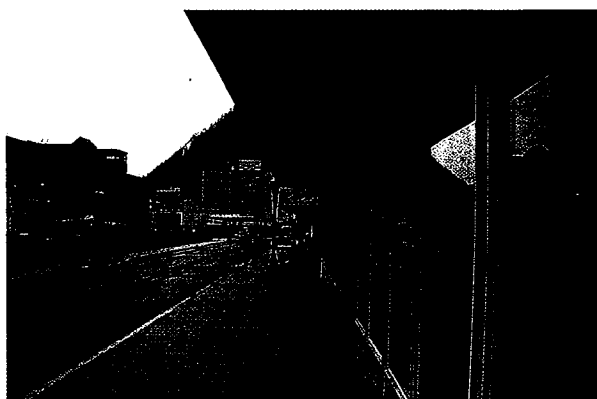
- There is a prevalent perception that there are too few places for convenient parking.
- Canopies do not provide dry or shady walking space.

Recommendations

- Provide an attractive system of canopied walks that guide pedestrians along key retail and service streets.
- Provide continuous canopies in all other parts of downtown using awnings, balconies, colonnades or other treatments.
- Canopies and colonnades must assure a minimum dry walking space of 8 feet.
- Canopies and colonnades should be colorful and attractive and fit within downtown Sebastopol's character.



Sidewalk sheltering illustration depicting different options with various effectiveness.



Upper left photo shows overhang that provides insufficient protection from the elements. Many stores lack any form of sheltered or protected adjacent walkways. Photo at left shows a new suburban shopping area (Easton in Columbus, Ohio) which offers sheltered walking for rainy days.

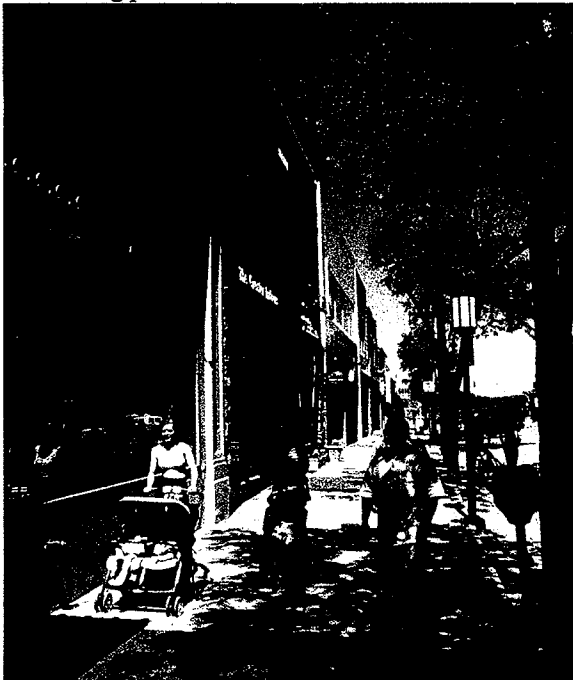
Landscaping

Issues and Concerns

- Some existing street trees are poorly maintained; some are aging and must be removed.
- Landscaping is inconsistent.
- Some areas lack any street trees.

Recommendations

- Use landscaping to create attractive edges and channel pedestrians to appropriate street crossings.
- Develop and adhere consistently to a city-wide street tree master plan. Maintain landscape.
- Where street trees are lacking, develop a plan to install them.
- Street trees should be placed at least eight feet away (ten on corners) to ensure good visibility for motorists and clearance for pedestrians.
- Shrubs should be low-growing varieties to promote personal security and provide no hiding places.



Instead of grass, added sidewalk width here would provide better comfort for walking. The grassy area receives far too much use to remain green and attractive.



Landscaped curb extensions can beautify downtowns tremendously and help calm traffic speeds.

Photo at left shows effective downtown sidewalk trees providing shade and buffer from the street.

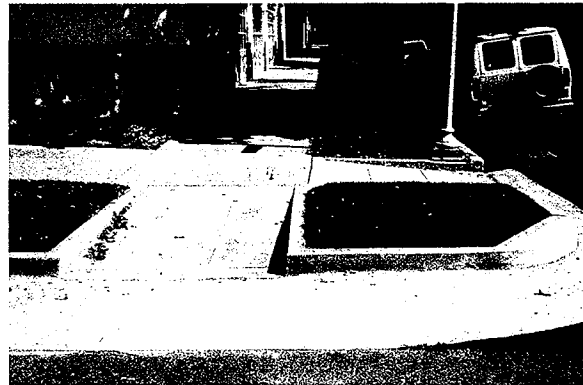
ADA Design

Issues and Concerns

- Some poorly maintained or nonexistent sidewalks create challenges.
- Grades are uneven, and driveways create serious obstacles.
- There are no ramps at some intersections.
- Some existing ramps are poorly designed and need replacement.
- Many sidewalks are too narrow, with obstacles such as utility poles constricting available width even further.

Recommendations

- All sidewalks should be smooth and built or rebuilt to meet ADA (Americans with Disabilities Act) standards.
- Sidewalks should continue across driveways. Driveway widths should be kept to minimum distance. (Do not allow driveways to extend the entire length of buildings.)
- Provide two ramps per corner on new sidewalk construction.
- Provide maintenance enhancements for current sidewalks. Program long-term replacement of sidewalk pavement that has outlived its durability.
- Ensure that sidewalks are free of obstacles, and that minimum clear passage of 3 feet is provided.



It is important to place two ramps per corner. This design helps direct visually impaired people to receiving ramps, minimizes crossing time for all people and provides the highest level of service.



People with disabilities need guidance, well defined crossing points, low speed traffic and short crossing distances. Designers in Juneau, Alaska, achieved all of these elements in the crossing in the photo at right. Note contrasting materials and color that help visually impaired people - 85% of blind people have some vision - to identify each phase of the crossing.

Creating Attractive Centers

Issues and Concerns

- Streets & sidewalk are not swept often enough.
- Litter is a problem in some areas along streets.
- Some buildings are poorly maintained.
- Many of the buildings built in the 60's, 70's and 80's lack clear identity or sense of place. They do not fit in with Sebastopol's historic character.
- Some ugly buildings, dumpsters, utility vaults create eyesores for anyone passing through the area.
- Creating an attractive Center here is too much asphalt.

Recommendations

- Conduct a major volunteer street clean-up.
- Street & sidewalk sweeping should be given priority in the City's annual budget.
- Litter pick-up - initiate clean-up events to involve volunteers in litter pick-up. Organize businesses to encourage them to clean sidewalks and public spaces around their shops.
- Provide strict code enforcement. Poorly maintained buildings, gaudy painting schemes and other detractions rob from more responsible building owners and retailers.
- Provide an annual awards program for the best maintained edges and entry ways.
- Create an inventory of conditions to be repaired within nine months.
- Review the architectural code to ensure that all new construction fits with existing building styles.



Sebastopol today lacks a consistent unifying character, personality or sense of place. An architectural master plan helps pull together a consistent look. The master plan should also identify missing stores and building types.



Example of consistent store front placement and style that produces enhanced visitation and economic vitality.

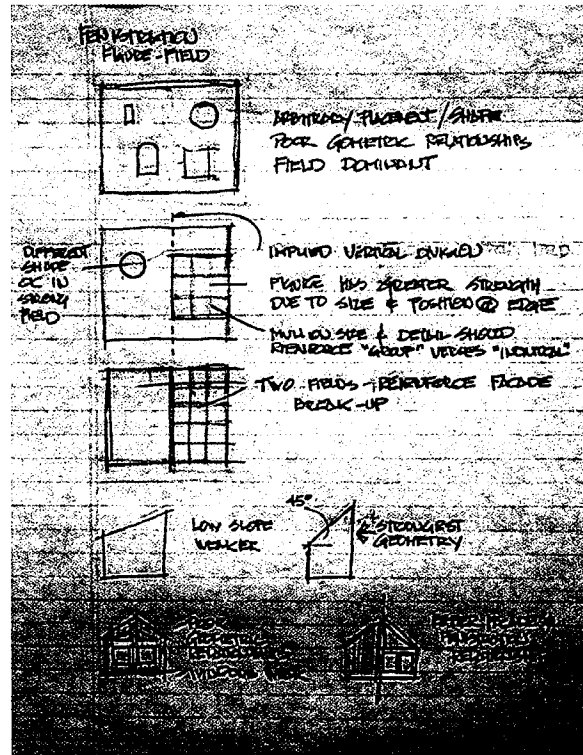
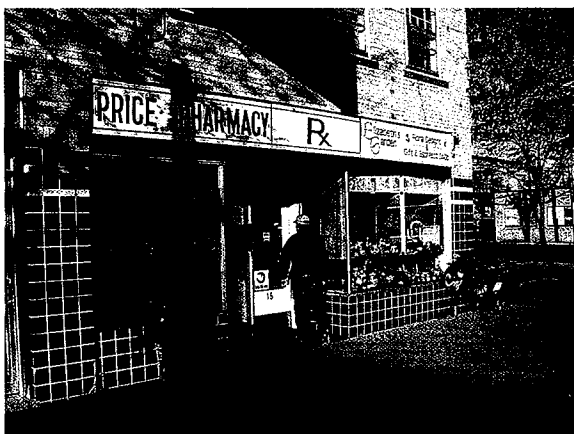
Retail Business

Issues and Concerns

- Insufficient businesses to attract nearby neighborhood shoppers. Many people report having to travel away from downtown by car for daily shopping needs.
- Need for additional efforts to attract businesses.
- Lack of some essential businesses in downtown area.
- Shortage of existing buildings.

Recommendations

- Identify the ten most desirable types of businesses needed.
- Require retailers to conform to the community vision.
- Require buildings to front sidewalks with parking behind buildings.
- Consistent hours - develop consensus on hours of operation for neighborhood and downtown retail.
- Promote area (e.g. hold special events).
- Install benches, lighting, shade, gateways wherever possible.
- Create amenities such as drinking fountains, public restrooms and covered resting spots.
- Develop local character or personality for retail districts.



A consistent look requires citizens to take walks, visit nearby towns, then determine community preferences. The initial visioning process creates only a "ballpark" concept for visual details. Local citizens must then create the quality architectural look and feel that builds community character and charm.

Sebastopol's downtown will benefit from added stores reflecting the personality and character of the town. More stores are needed. People seek convenience -- one stop shopping. Mixed-use development will also add important "eyes on the street" helping secure and add life to the downtown through a 24-hour cycle.

Land Use Ordinances

Issues and Concerns

- Review land use ordinances to ensure they provide a full framework to achieve the vision, especially outside the downtown area.
- Avoid development practices that enable suburban clutter and that may ease permitting business focused on auto only access.
- Ensure that land use ordinances reward those wishing to add beauty, charm and sense of place to the town.
- Current land use ordinance may require too much parking in general, especially in the downtown area.
- Current land use ordinance should provide incentives for good architectural form and Smart Growth strategies.

Recommendations

- Look for opportunities to update land use code and refine standards to make desirable development easy to build and undesirable development difficult.
- Remove barriers to development that result in desired place-making; develop incentives to accomplish community vision and goals.
- Maintain design review and work closely with downtown retailers and property owners to develop consistent town character.
- Adopt clear but firm design standards for new development and simultaneously raise the threshold of size of project that may be developed by right rather than by conditional use, thus freeing up time for Sebastopol professional planners to concentrate on code enforcement and long range planning.
- Step up code enforcement to eliminate or improve blighted buildings and strongly encourage property owners to improve appearance of dilapidated properties.



Disneyland provides an example of one of America's most loved, economically successful and regulated main streets. People are drawn to successful places - malls, new plazas, or old downtowns knowing they will have welcoming and comfortable walking, shopping or eating experiences. Good zoning rules and regulations and strict enforcement are essential to successful retail.

Enhance Sebastopol's visual image with each element of hardware, software and furniture. Simple, attractive signs that appeal to pedestrians and fail to shout at motorists are appropriate for Sebastopol's new place making image. Places people like to visit often have most restrictive, yet creative and tolerant codes. The secret is in assuring quality along with compliance.



Pedestrian Lighting and Sitting Space

Issues and Concerns

- Lack of lighting in some areas creates shadows and dark spots that make those areas feel unsafe.
- High, vehicular lighting does not create an inviting atmosphere for pedestrians.
- Sebastopol has insufficient public places to sit.
- Some sitting places exist but are isolated by wide roadways.
- Historic street light fixtures in downtown are rusting.
- Many sitting places are private. Although these are needed, they do not replace public or semi-private sitting places where people feel welcomed.

Recommendations

- Use pedestrian scale lamps in key areas.
- Install specialty lighting in retail areas and where additional lighting is needed to enhance personal security.
- Provide ample lighting at midblock and trail crossings.
- Urge all retailers to sponsor benches and other attractive places to sit.
- Organize neighborhood groups to create informal sitting places along popular routes into the town center.
- Purchase 200 new benches and place them at important and appropriate locations, preferably with litter cans, shade, lighting and other amenities.
- Replace some existing litter cans. Many are ugly and detract from the character of historic Sebastopol.
- Find ways to restore any historic light poles. Perhaps through volunteer cleaning and repainting effort.



Well placed street lamps soften shadows and create warm glow to commercial and residential streets. Lamps should be selected to create sense of place. These industrial yellow lamps accentuate Santa Cruz, California's industrial zone.

Sitting places can be formal or informal. They can be central to the plaza, next to stores or in quiet neighborhoods. Many older people need places to regain their strength every 200 feet or so.



Affordable Housing

Issues and Concerns

- Over time housing has become too expensive for many people to own their own residence.
- Our children may have to leave Sebastopol in order to find a place to live.
- Many retired, fixed income, people seek to move to Sebastopol and contribute to the economy, but they need adequate housing at affordable prices.
- Affordable housing should look attractive, create a strong sense of community.

Recommendations

- Develop a model for affordable housing that is attractive, functional and well located on transit lines.
- Develop affordable housing that provides lots of social interaction and is convenient to important schools, parks and most services
- Provide an effective strategy for urban infill that providing mixed income neighborhoods, mixed use, and multi-family housing.
- Provide a program that is consistent with smart growth, sustainable, environmentally sensitive development.

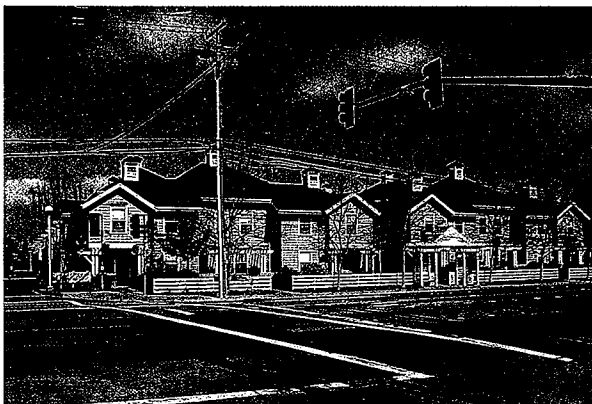


Photo at left shows affordable development in Cotati, California. Many developers are not well informed on new building practices to make affordable housing attractive, functional and desirable. Affordable housing is vital to the health, safety and prosperity of people, families and communities.

Village Style Development

Issues and Concerns

- Most new development isolates people, fails to support transit, bike trails and increases the cost for providing urban services.
- Most new development is land consumptive, unattractive and environmentally unsound. Patterns of development are auto-oriented.
- Too few alternatives and limited housing choices exist for people seeking livability and environmentally sound living places.

Recommendations

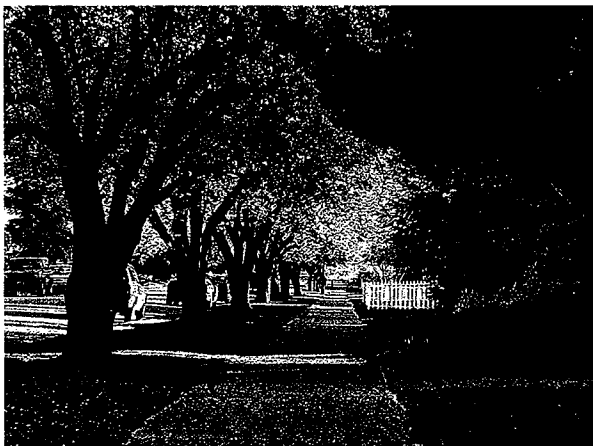
- Develop a model code, overlay district and plan to reward smart growth developers.
- Provide fast-track support system to reward developers, investors and retailers who promote smart growth patterns and practices.
- Use traditional development principles to prepare detailed master plans for city lands slated for disposal. Then issue requests for proposals to seek offers from developers to purchase the lands and develop them according to master plans.



* ARCHITECTURAL FEATURE
 --- VISUAL AXIS
 == TRAFFIC MANAGEMENT DEVICES
 000 PROMINENT AVENUES



Top Image Source: Livable Neighbourhoods, Community Design Code, A Western Australia Government Sustainable Cities Initiative. Above: conventional subdivision development focuses on auto based lifestyles. Below: are examples of traditional neighborhood scenes.



Roundabouts at Key Intersections

Issues and Concerns

- Many key intersections are unsafe, inefficient and ugly. Roundabouts have the ability to move 30% more traffic, reduce waiting times from minutes to seconds, reduce noise and air pollution.
- Roundabouts, when properly designed, are more friendly to pedestrians, disabled people and bicyclists than standard wide, complex intersections.
- Roundabouts reduce serious crashes between 50 and 90%.
- Motorists tend to speed up at signalized intersections when lights are about to change to red. This dangerous practice results in catastrophic injuries.
- Motorists approach roundabouts at speeds of 15-20 mph, and thus have shorter stopping distances.
- Roundabouts tend to improve trip travel times, since they minimize delay.
- Single lane roundabouts handle all size vehicles and turning movements within the right-of-way required for standard, multi-lane intersections.
- Single lane roundabouts can typically handle daily traffic volumes up to 25,000.

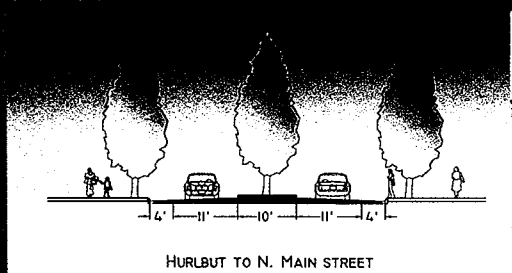
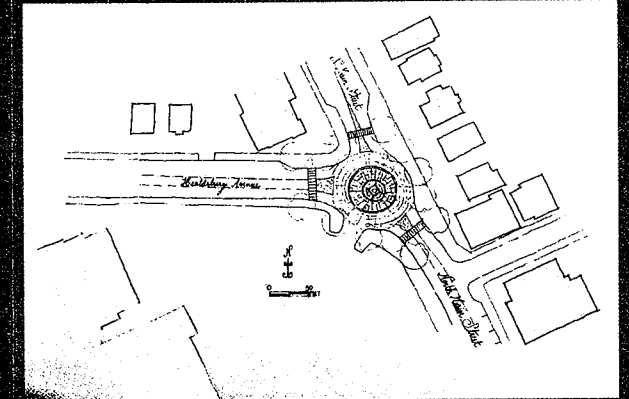
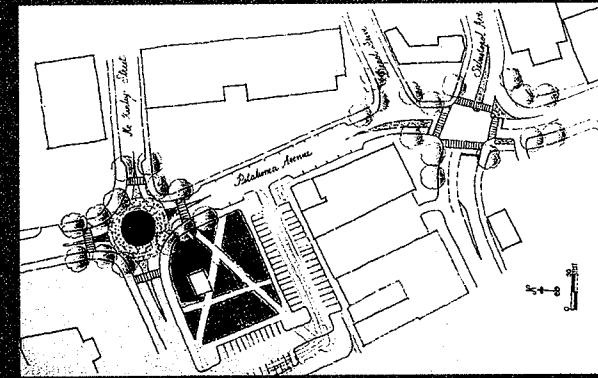
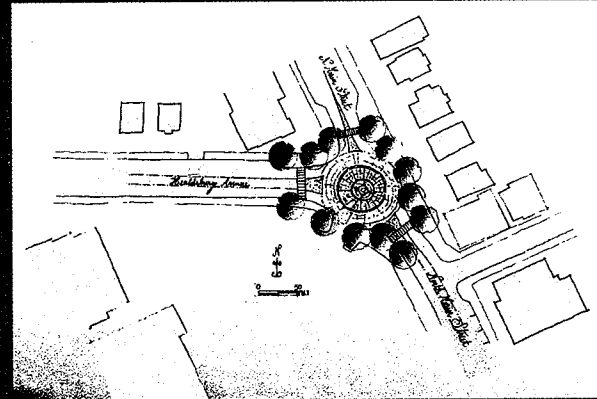
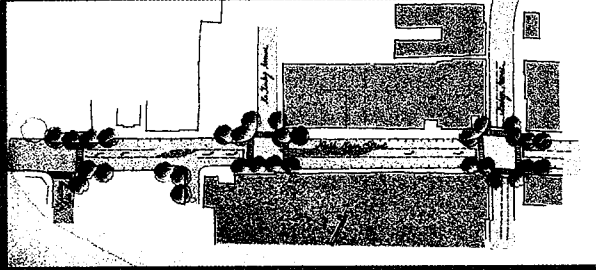
Recommendations

- Consider roundabouts as alternative intersection designs for the following locations:
 - McKinley and Petaluma
 - South Gravenstein Highway at Lynch and another at Fircrest,
 - Healsburg at N. Main and at Covert Lane,
 - Hurlbut Avenue at Healdsburg,
 - Gravenstein Highway North at Mill Station Road.

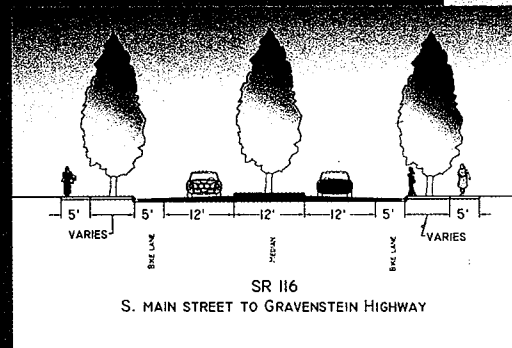
Photos at Right: show three examples of modern, slow-speed roundabouts in Bradenton, Florida (top), Honolulu, Hawaii (middle) and Toronto (bottom).



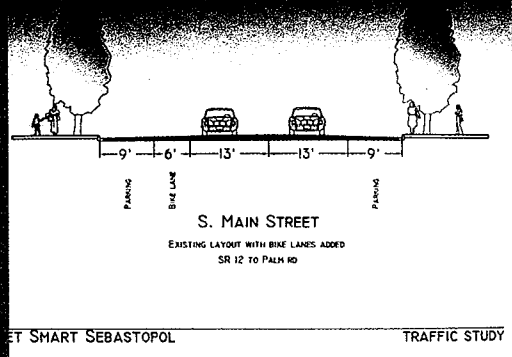
Street Smart Sebastopol Plan Overview



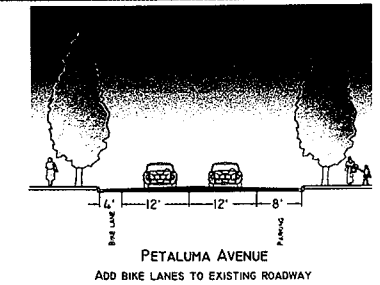
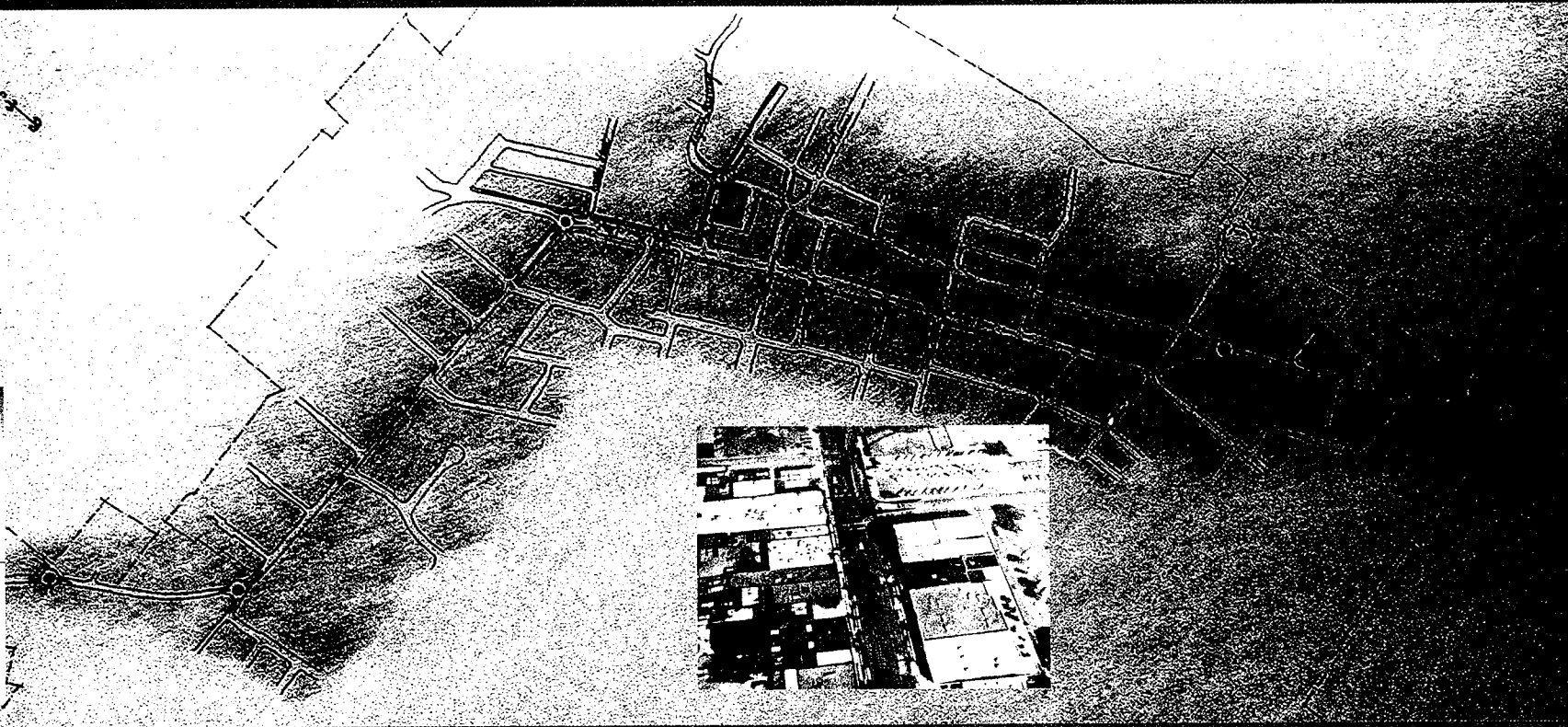
STREET SMART SEBASTOPOL TRAFFIC STUDY



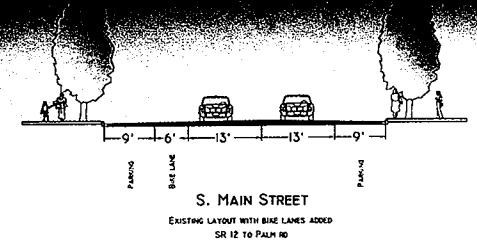
STREET SMART SEBASTOPOL TRAFFIC STUDY



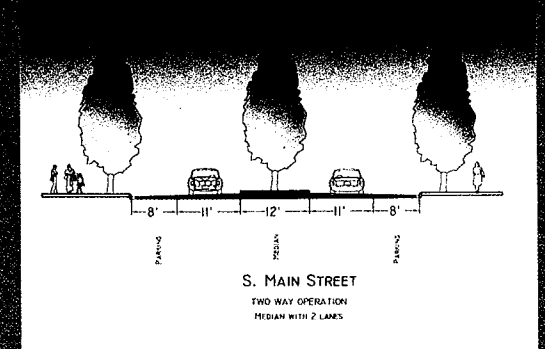
STREET SMART SEBASTOPOL TRAFFIC STUDY



STREET SMART SEBASTOPOL TRAFFIC STUDY

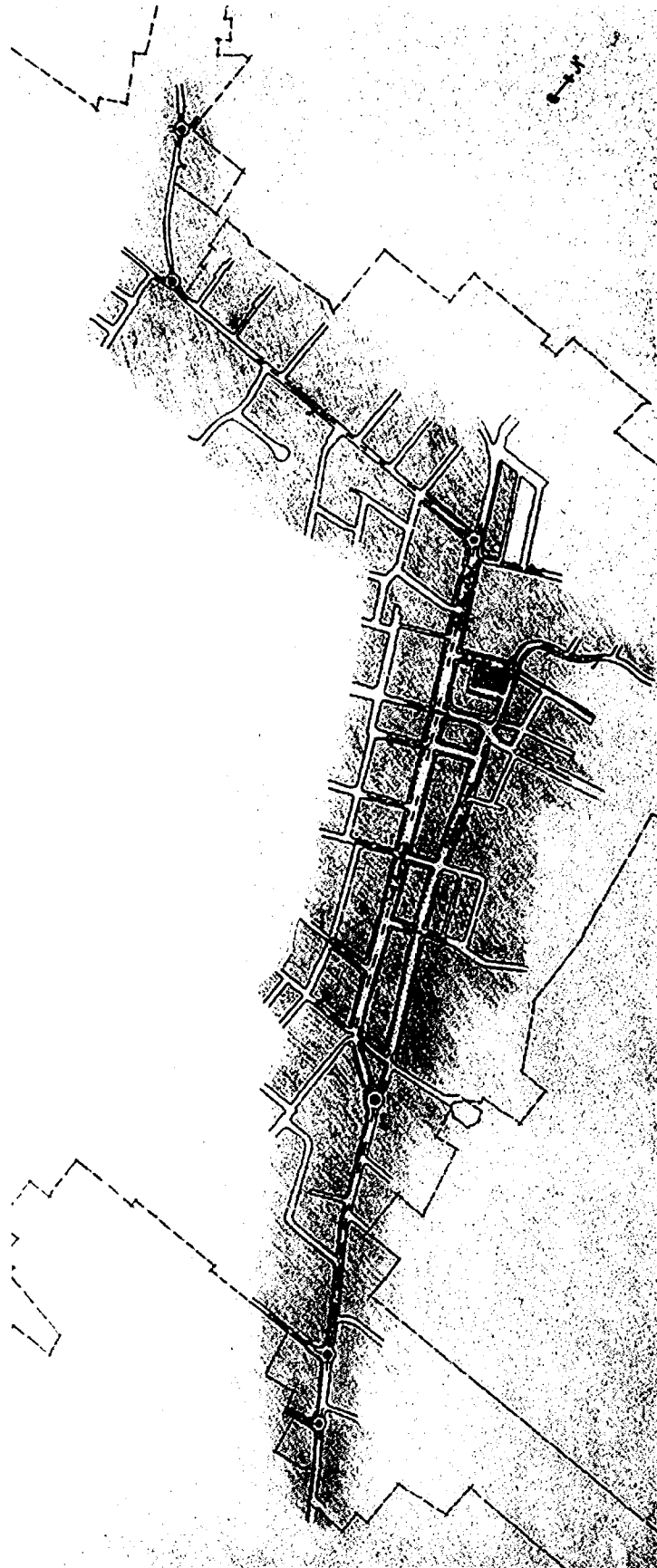


STREET SMART SEBASTOPOL TRAFFIC STUDY



Street Design Illustrations

*Sketch Map of Overall Master Plan for
Street Smart Sebastopol*



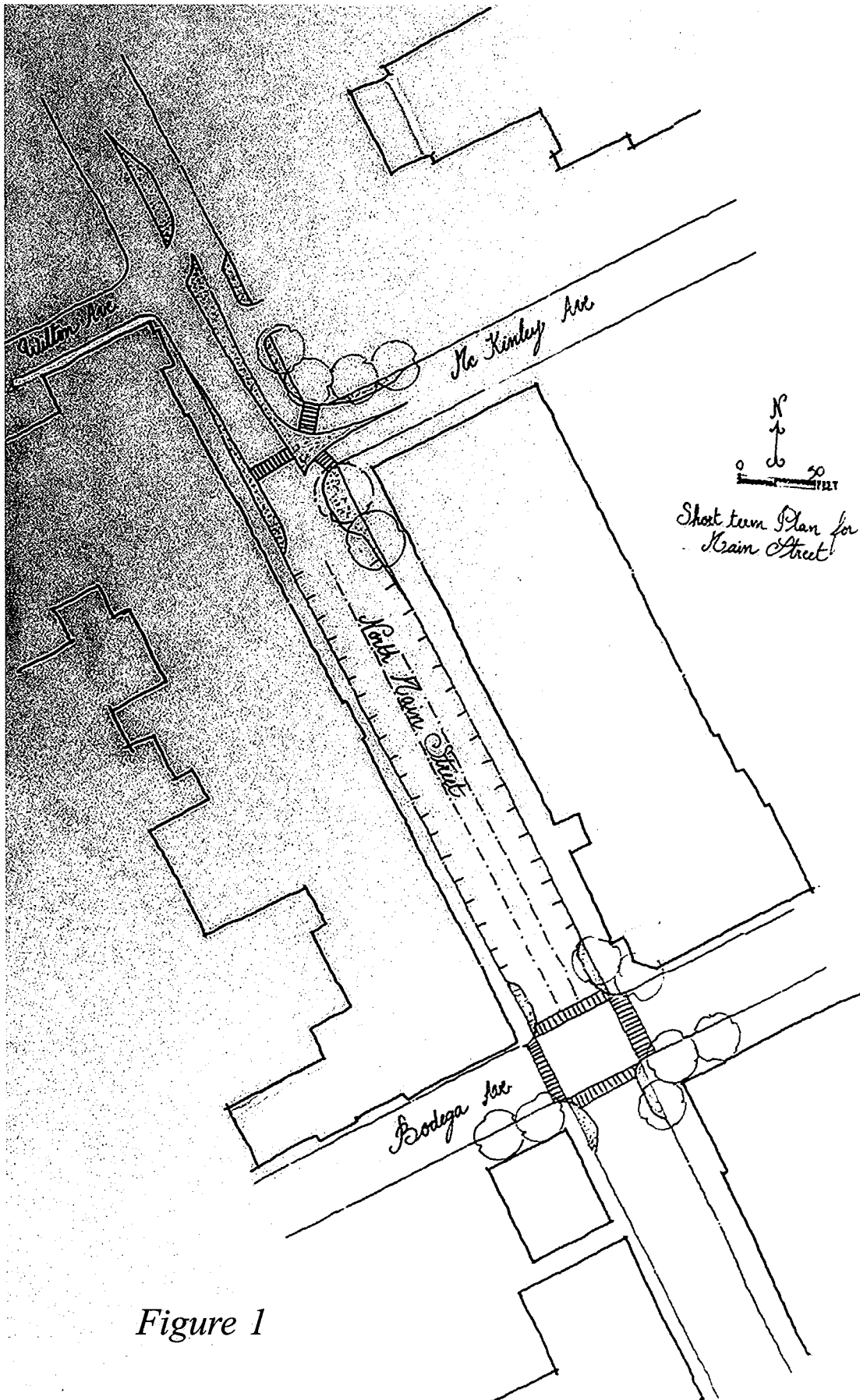
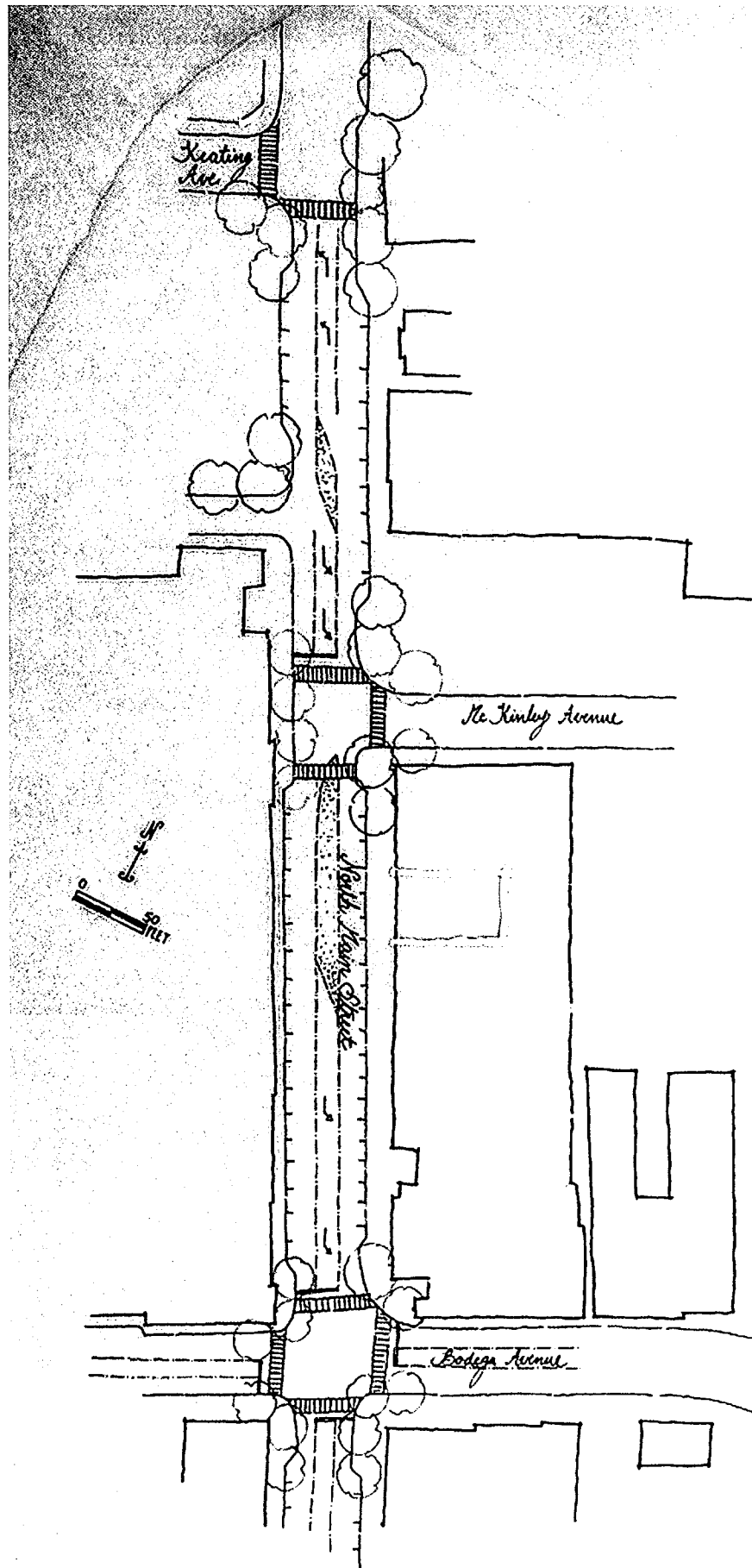


Figure 1

Figure 2
Sketch of Proposed Two-Way Operation
on North Main Street between McKinley and Bodega Avenues



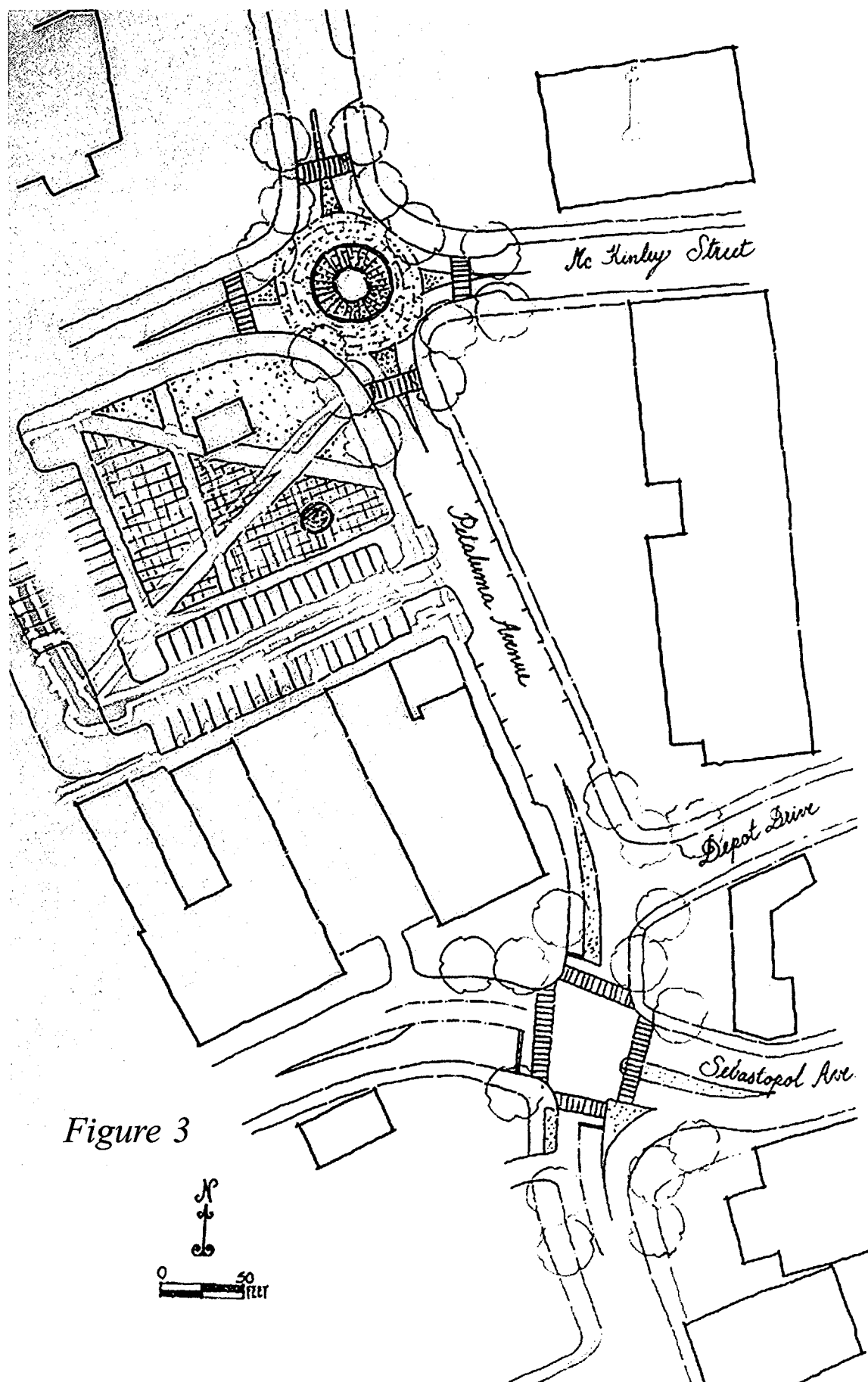
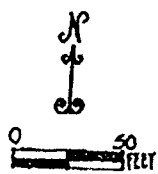


Figure 3



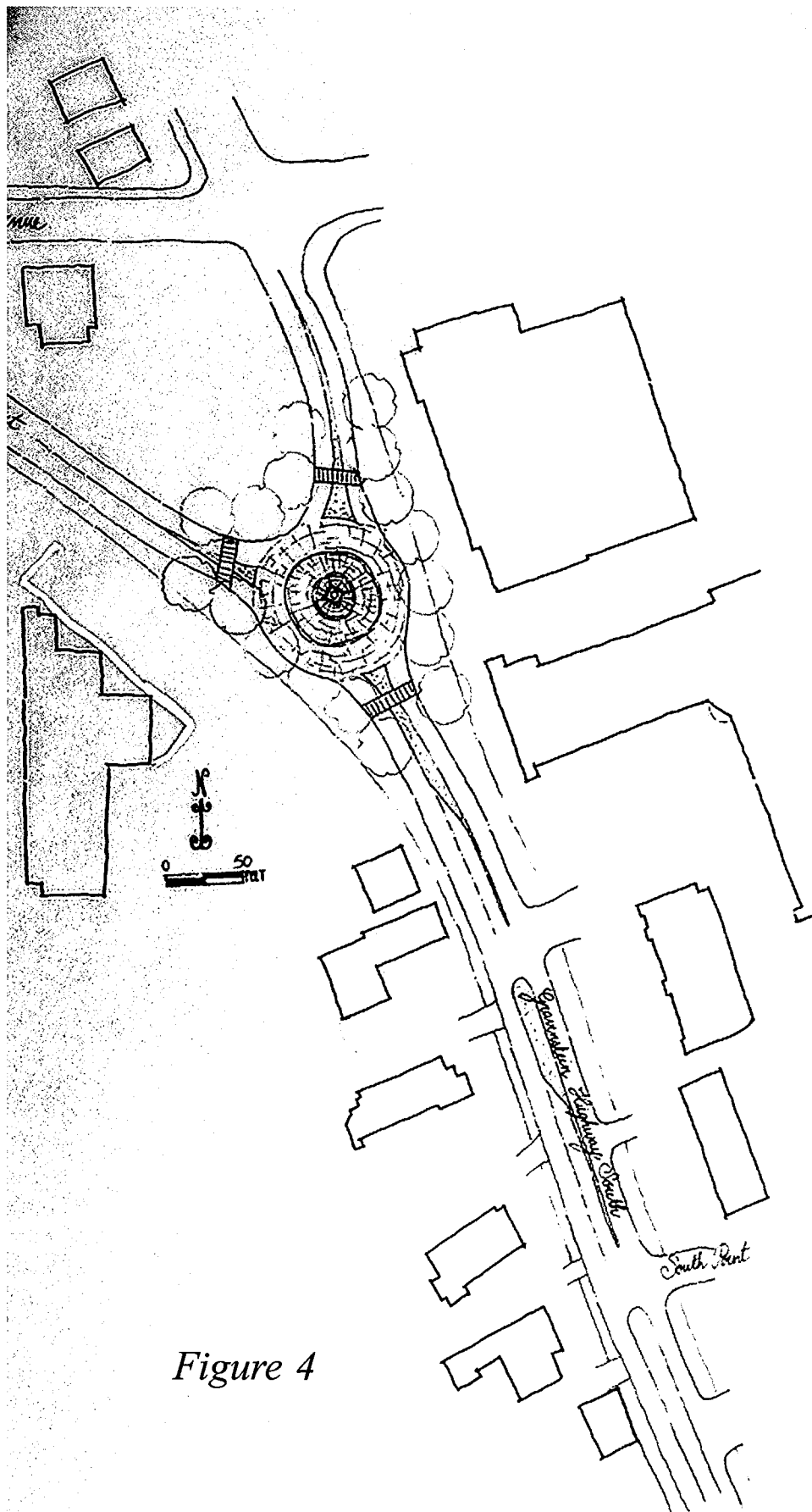


Figure 4

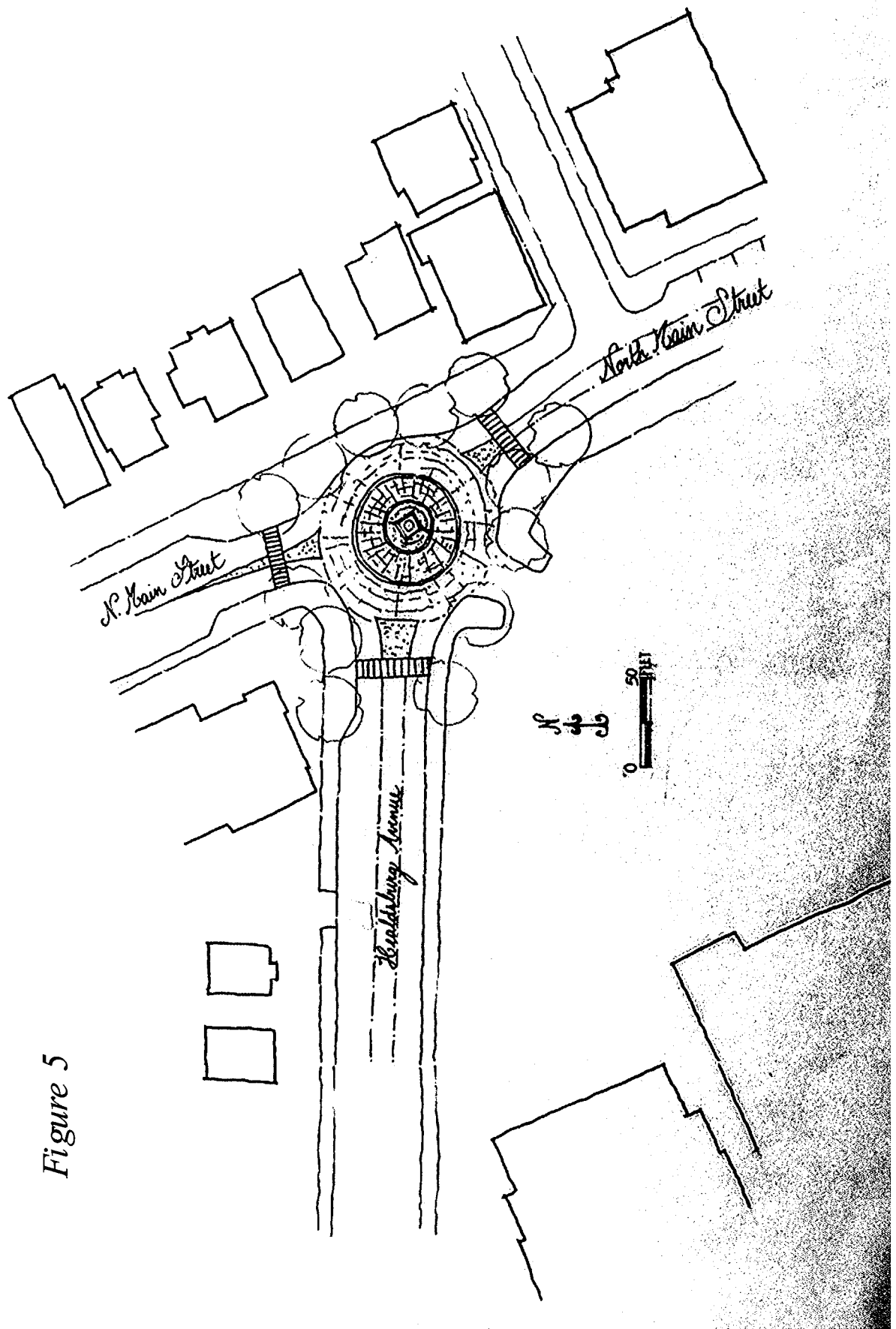


Figure 5

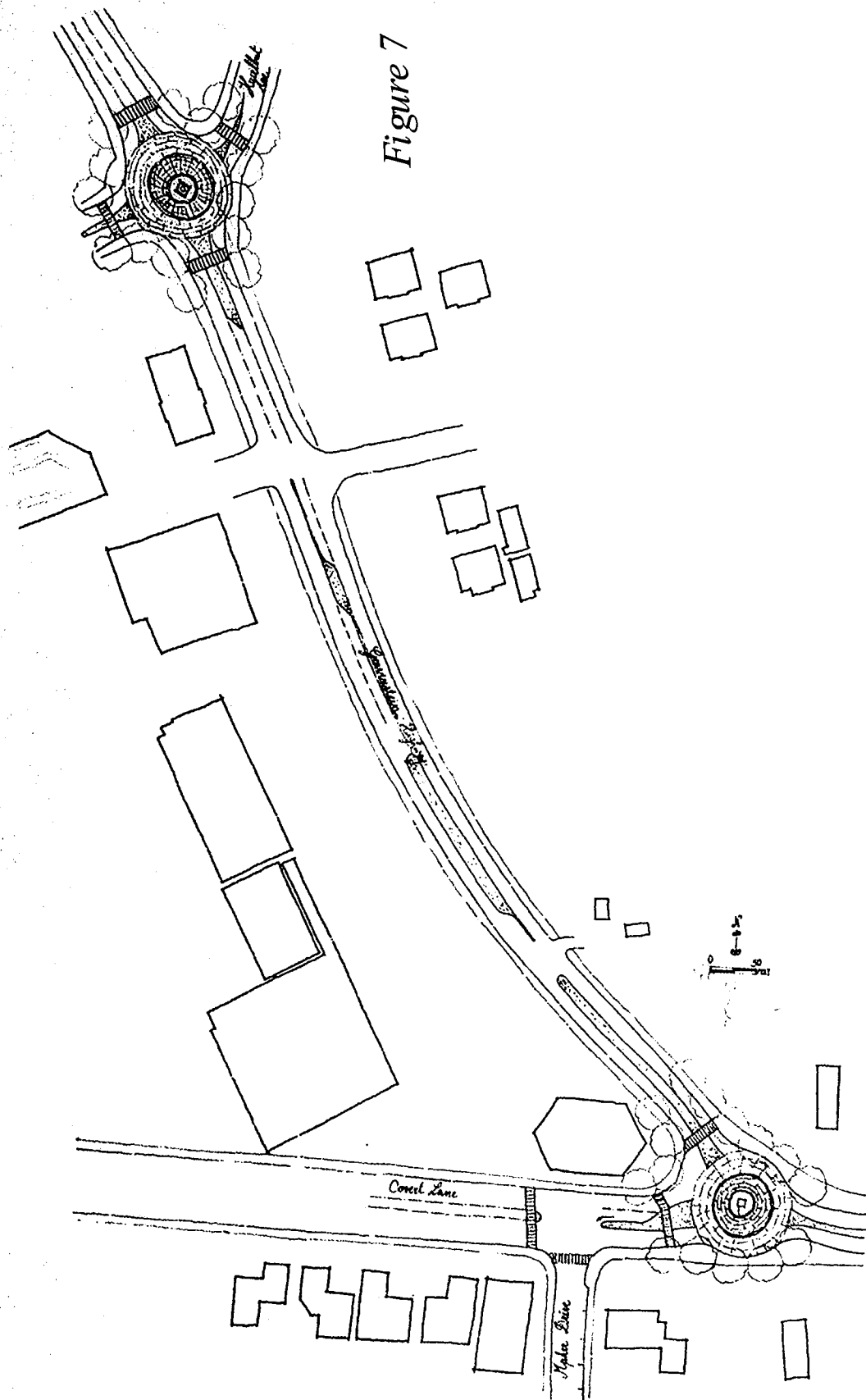


Figure 7

Figure 6

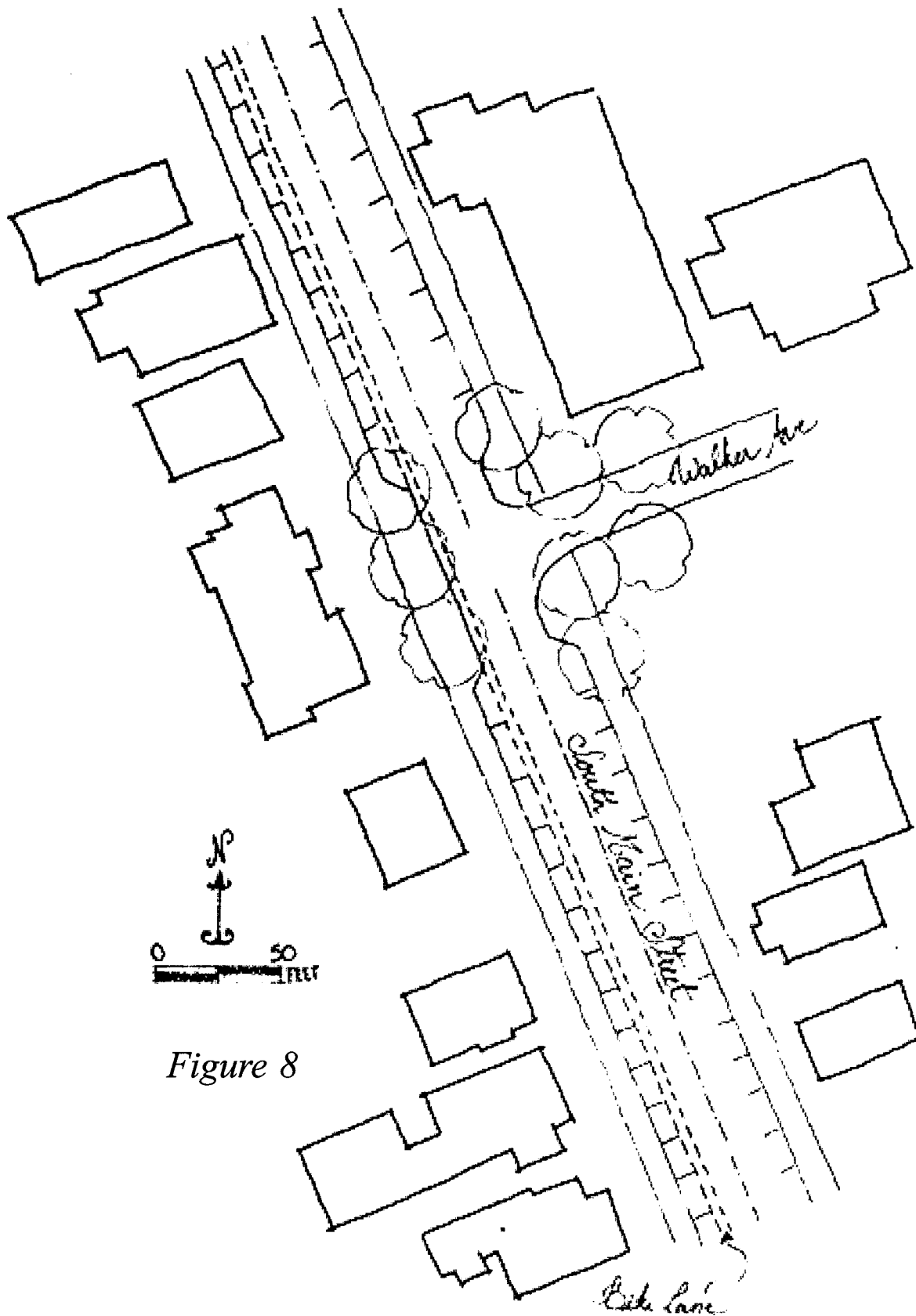


Figure 8

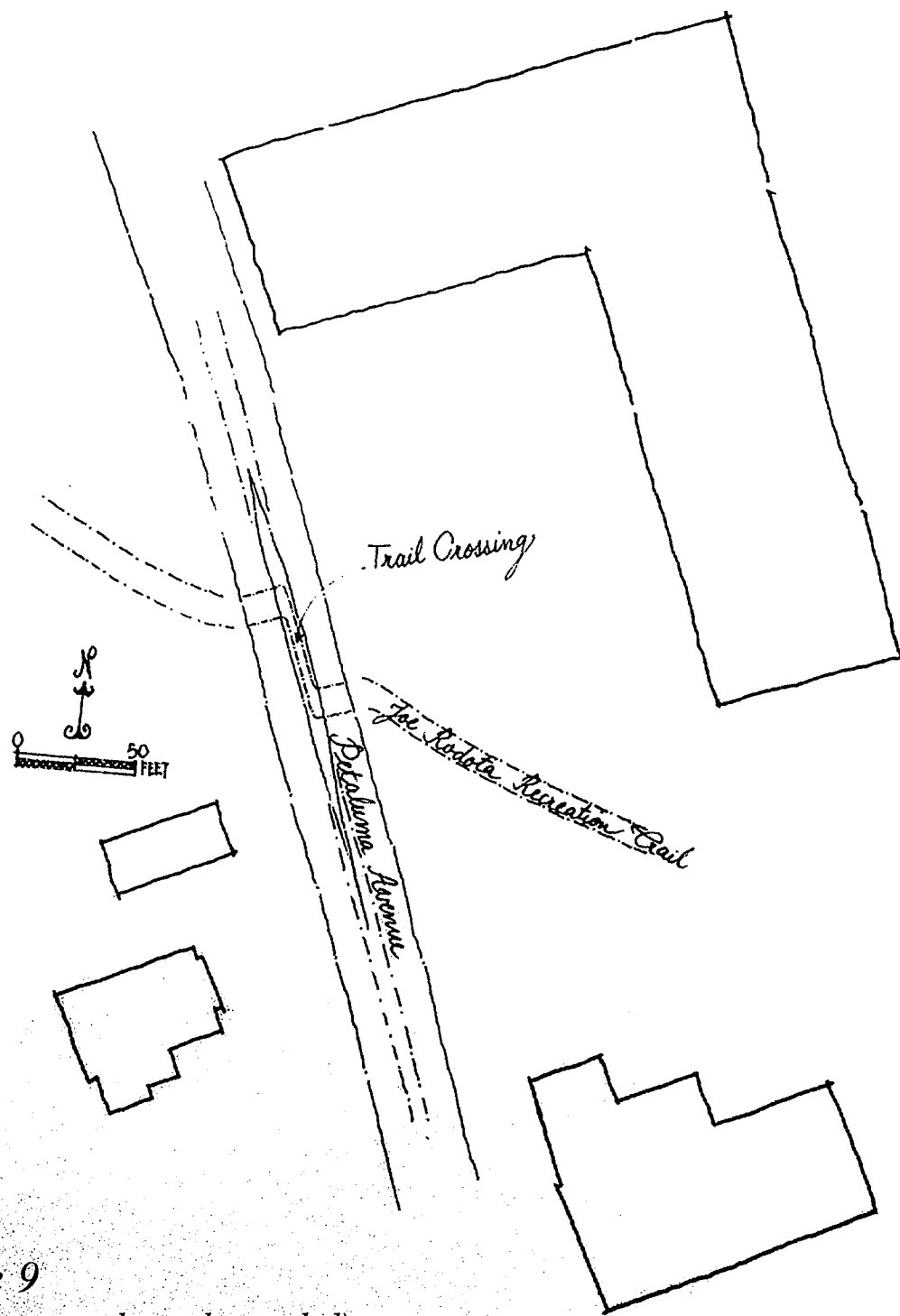


Figure 9
(parking removal may be needed)

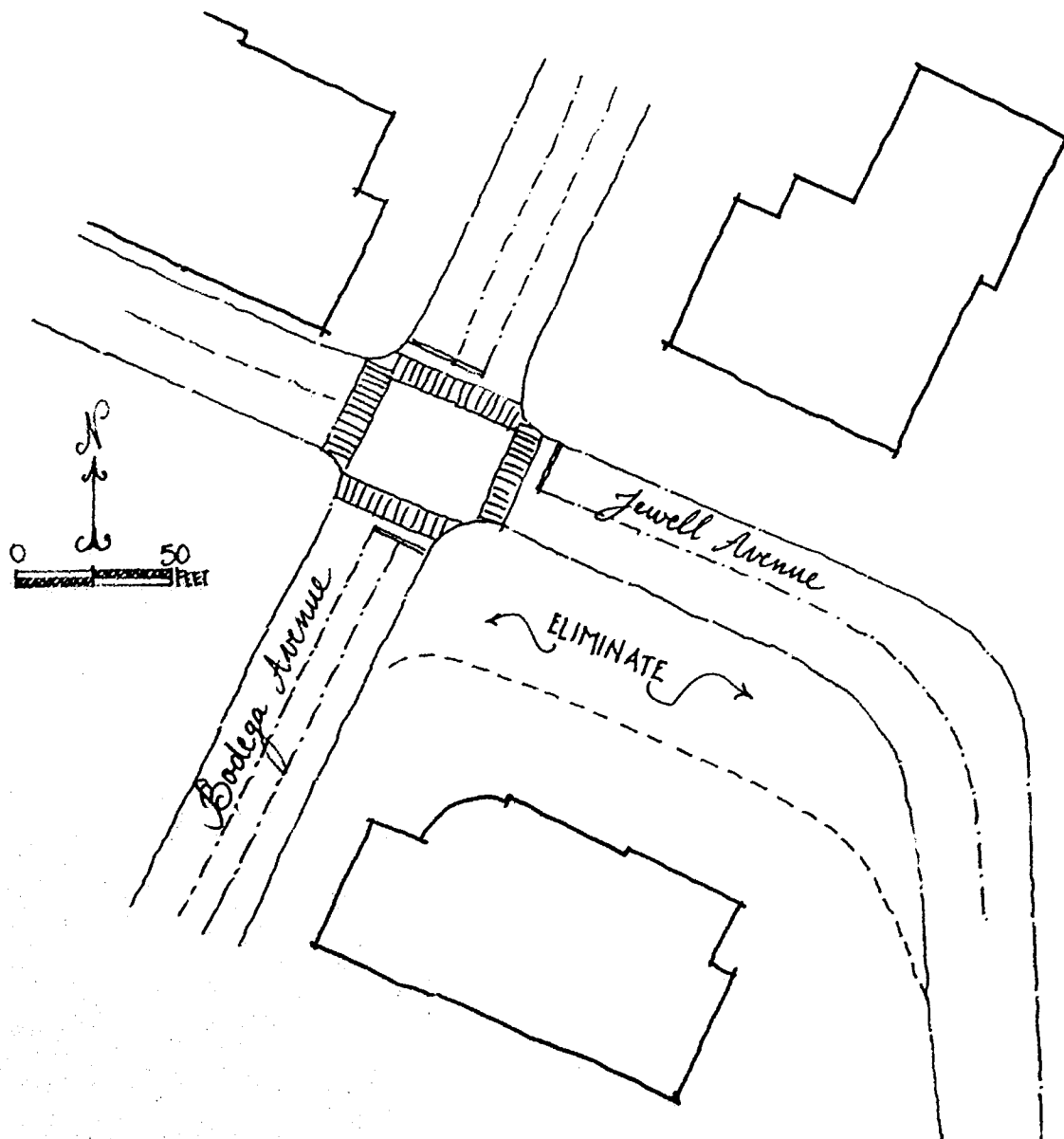
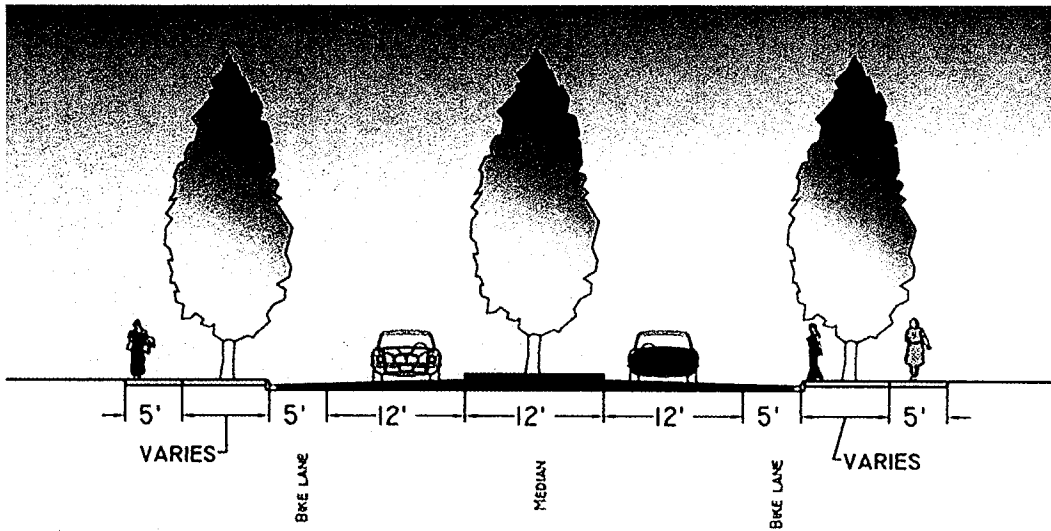
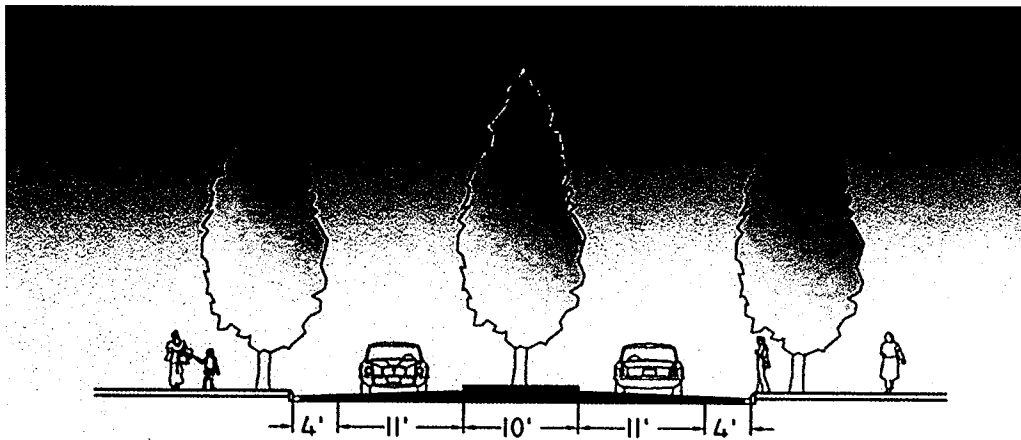


Figure 10

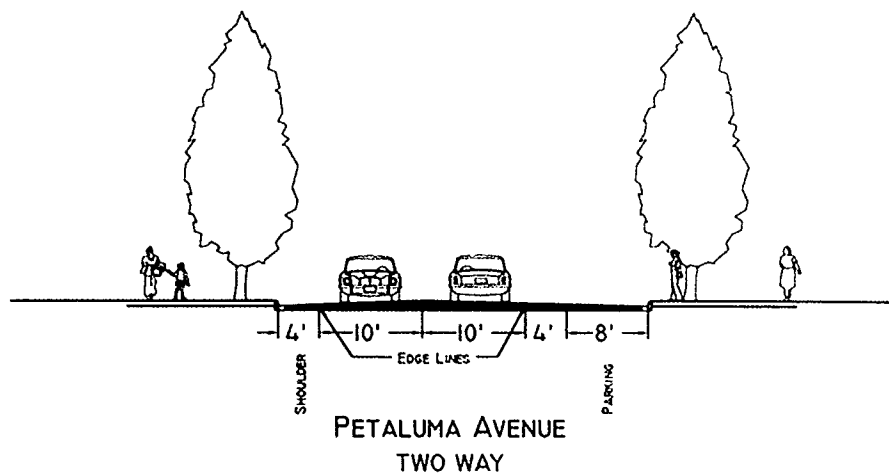
Typical Sections



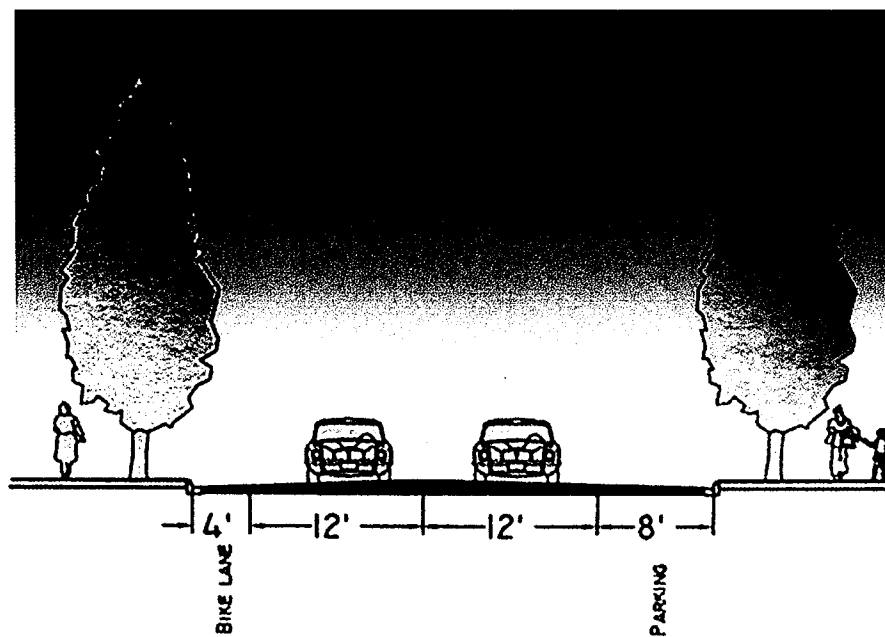
SR 116
S. MAIN STREET TO GRAVENSTEIN HIGHWAY



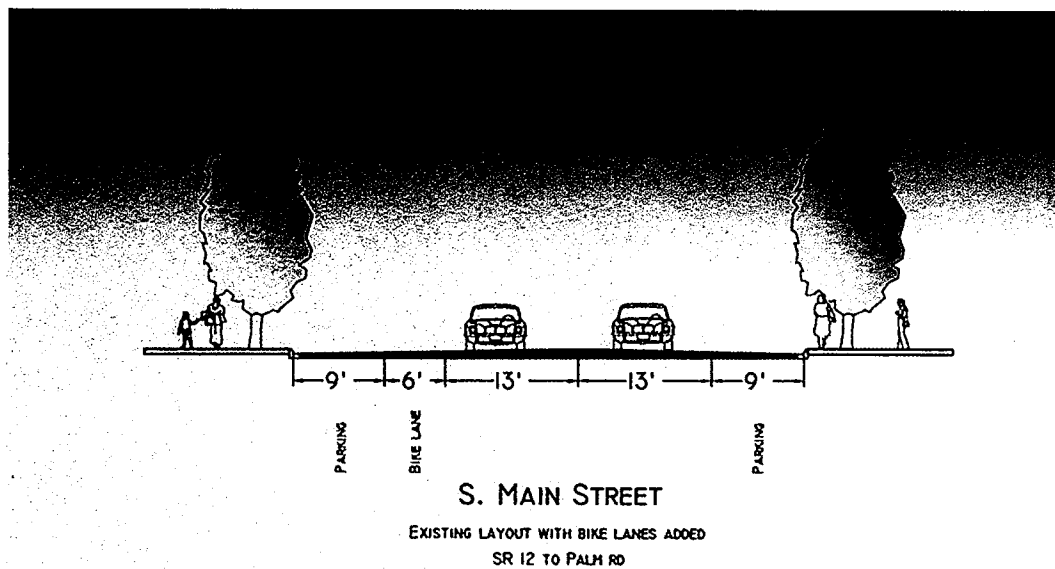
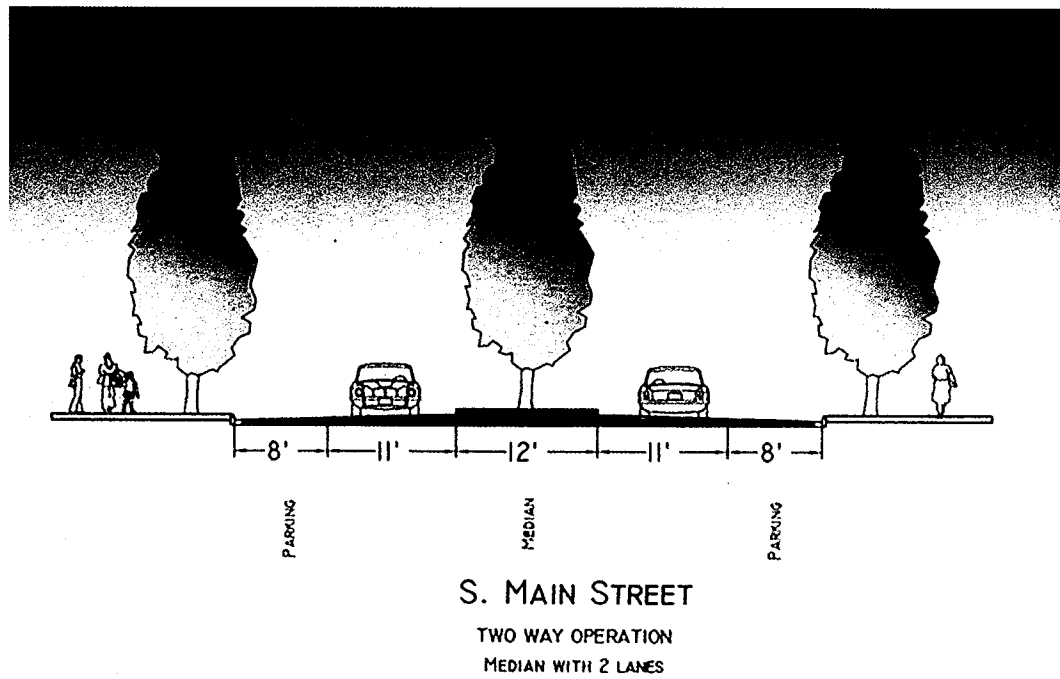
HURLBUT TO N. MAIN STREET



(parking removal needed)



(parking removal needed)



Appendix

Workshop Announcement Flyer

Goals and Policies

Focus Group Meeting Notes

Agenda for Friday-night Meeting

Public Meeting Notes, Friday, August 4, 2000

Design Session Notes, Saturday, August 5, 2000

Final PowerPoint Presentation

STREET SMART SEBASTOPOL



An Opportunity to Envision the Future of Our Community

Ground Rules for Brainstorming

- ~ Focus first on defining the issues, then generate possible solutions
- ~ Envision the desired results
- ~ Generate copious quantities of ideas
- ~ Maintain a broad vision by not getting bogged down with details
- ~ Offer proactive suggestions
- ~ Say it, draw it and sketch it
- ~ Be courteous by listening while others are speaking
- ~ Leave negativism at the door, everyone's ideas are valid
- ~ Dream, envision, inspire and create

What to Expect

Participation is the key to community change. If arguments occur, focus upon areas of consensus should be encouraged to keep the process moving. The consultants may remind participants to concentrate on the physical features of the community being envisioned. The drawings produced during the workshop begin loose and diagram like, evolving with precision and detail. By the end of the workshop there may be unanswered questions, please be prepared to point them out. Every idea presented during the workshop may not be included in the plan adopted by City Council, and there will be much follow up work, beyond what is created this weekend, to refine and test what has been envisioned for our community.



Street Smart Sebastopol

Goals and Policies

The purpose of this section is to outline goals and policies that provide the context for recommended transportation improvements. In its most natural form, public policy expresses values shared by the community and connects these values with a set of actions.

Introduction

The Sebastopol Community expressed the following values at its Friday night *Street Smart Sebastopol* forum:

- Friendly, supportive, small-town atmosphere
- Quiet, peaceful, and safe community
- Culturally rich, artistic sensibility
- Diverse, progressive people
- Beautiful natural environment

These values are captured by the *Sebastopol General Plan*, which contains numerous goals, policies, and programs. General Plan goals and policies that most directly relate to *Street Smart Sebastopol* are found in the 'Transportation Element' and 'Community Identity Element.'

Transportation Element Excerpts

Goals in the Transportation Element of the *Sebastopol General Plan* that support Street Smart Sebastopol include:

- Reduce regional traffic growth
- Develop a citywide and area-wide circulation system that is safe and efficient
- Regard the quality of life in Sebastopol and maintaining community identity as more important than accommodating traffic.
- Build a bypass around Sebastopol.
- Develop and manage a street and highway system that accommodates future growth and maintains acceptable levels of service, taking into account environmental and other constraints.
- Preserve the peace and quiet of residential neighborhoods.
- Reduce dependence on the automobile.
- Make it easier and safer to people to travel by bicycle.
- Make it easier and safer for people to walk.
- Provide persons who are mobility impaired with access to transportation.
- Reduce travel demand.

- Promote balanced funding for transportation systems.

Community Identity Element Excerpts

Goals and policies in the Community Identity Element of the *Sebastopol General Plan* that directly support *Street Smart Sebastopol* include:

- Build on and strengthen Sebastopol's unique identity and sense of place.
- Preserve the character of existing residential neighborhoods.
- Maintain Sebastopol's identity as a small, compact town.
- Establish the Downtown as a place for community and cultural activities.
- Encourage a pedestrian-oriented downtown.
- Encourage traditional residential site design, including:
 - Grid street system
 - Planting strips between the sidewalk and roadway
 - Placement of garages at rear of parcel, with alleyway systems
- Consider revising the City's subdivision standards to include the following:
 - Minimum four-foot sidewalks
 - Permit narrower traffic lanes with limited on-street parking for residential streets
 - Provide rounded corners with a minimum three-foot radius, with bulb-outs at key intersections

Recommended Additional Goals and Policies

Street Smart Goal 1 *Develop a more balanced street system in keeping with the visions set forth by the community during the charrette.*

Policy 1.1 Evaluate options offered and make a determination regarding the operation of streets in the downtown core.

Policy 1.2 Coordinate with Caltrans District 4 to adjust signal timing for intersections in Downtown Sebastopol to allow longer movement periods for cross traffic, resulting in shorter periods for through traffic movements.

Policy 1.3 Coordinate with Caltrans District 4 to install automatic pedestrian phases for signalized intersections along State Route 116 in Downtown Sebastopol.

Policy 1.4 Produce a Project Study Report, in cooperation with Caltrans District 4, to evaluate the signal-redesign project.

Policy 1.5 Coordinate with Caltrans District 4 to optimize signal sequence to enhance pedestrian comfort and safety.

Street Smart Goal 2 *Review Route Concept for State Route 116 (review option of elimination of one-way pair)*

Policy 2.1 Coordinate with Caltrans District 4 to redefine the route concept for State Route 116 to maintain a maximum of two lanes with center turn lanes interspersed with medians where turn movements

are not required, bike lanes, sidewalks, and planter strips separating sidewalk from roadway.

Policy 2.2 If two-way option is desired, coordinate with Caltrans District 4 and property owners to relinquish/acquire Caltrans right-of-way inconsistent with the new route concept for State Route 116.

Street Smart Goal 3 Create Downtown Gateways and Calm Traffic on State Route 116 in Downtown Sebastopol

Policy 3.1 Install bulb-outs, medians, bike lanes, improved crosswalks and streetscaping to calm traffic and create more liveable streets.

Policy 3.2 Install Roundabouts along State Route 116 in the seven following locations:

- ☐ *Lynch Road*
- ☐ *Fircrest Avenue*
- ☐ *South Main Street*
- ☐ *North Main Street/High School Road*
- ☐ *Covert Lane*
- ☐ *Hurlbut Avenue*
- ☐ *Mill Station Road*
- ☐ *McKinley/Petaluma; (only if couplet is abandoned)*

Policy 3.3 Coordinate with Caltrans District 4 to better define vehicle paths along State Route 116 in Downtown Sebastopol and to replace pavement outside defined vehicle paths with green space.

Street Smart Goal 4 Increase the number of trees along major streets in Sebastopol.

Policy 4.1 The city will work with Caltrans District 4 and property owners to install at least one street tree on each property fronting State Route 116 (both north and southbound corridors) in Sebastopol.

Policy 4.2 The city will implement a tree replacement program in Sebastopol.

Street Smart Goal 5 Improve the visibility of pedestrian crosswalks in Sebastopol

Policy 5.1 Construct a new pedestrian crosswalk across McKinley Avenue connecting the Downtown Plaza to the shopping center north of the Plaza

Policy 5.2 Coordinate with Caltrans District 4 to design and construct a pedestrian crosswalk on State Route 116 (Petaluma Avenue) at the Downtown Plaza.

Policy 5.3 Produce a Project Study Report, in cooperation with Caltrans District 4, to evaluate the crosswalk project.

Policy 5.4 The city will consider improving crosswalks using the following measures as appropriate:

- ☐ *Bulb-outs*
- ☐ *Warning signs*
- ☐ *Advanced warning signs*

- ❑ *Brick pavers*
- ❑ *Street medians/refuges*
- ❑ *Embedded flashing lights*

Street Smart Goal 6 ***Promote construction of the State Route 116 Bypass***
Policy 6.1 ***Coordinate with the Metropolitan Transportation Commission and Caltrans District 4 to make the State Route 116 Bypass a priority for Interregional Transportation Improvement Program funding.***

Focus Group Meeting Notes

August 4, 2000

Focus groups were conducted throughout the first day of the charrette. Different groups were invited to discuss their traffic related concerns and issues. A summary of their main points follows. Questions asked by Dan Burden, facilitator, are in italics. Participant sign in sheets are included in the report file.

8:30 City Staff

What would you say would be an outcome as a result of this public process?

- Caltrans is interested in knowing about any plans for the road.
- This process was initiated because traffic signal installations were being considered; council is interested in setting priorities for these intersections.
- Other improvements could be made to the highway and streets that feed into it.
- Bicycle path implementation.
- Pedestrian safety at conflict sites.
- Urban design issues such as different treatments in downtown areas. Some money is available and more might be obtained through MTC for livable communities work.
- Solution for the traffic problem in town, but that may not be realistic, so look at physical improvements to create a bicycle and pedestrian friendly city.
- Remove some traffic downtown. Take some of the commercial out of the center of town.
- Bypass needed; not a priority for county or state.
- Bypass is really an extension of a county road that is already used as a route around the downtown. Figures show it would reduce traffic about 17%. Much of the traffic is people coming to town; the only large grocery store from here to the ocean.
- Build on current plans to resolve some of the traffic issues. Make sure whatever they do it looks pleasing.
- Tangible results that are realistic and provide a unified front for money sources.

- Critical to have a good implementation plan to obtain money.
- Consider maintenance. Roundabouts would be more maintenance because Caltrans maintains signals on state highway intersections.
- Money exists for about two intersections to be signalized or flashing crosswalks. Grant application submitted to Safe Routes to School for a pedestrian path but no announcements on awards have been made.
- Acknowledge constraints, long term costs of improvements, short range costs; limited funding available locally; too small to get a large share of the money.
- Validate Sebastopol as a pedestrian friendly town now. We can build on what we've already done. Many pieces could be incorporated.

Does the community have a clearly stated vision?

- Plan completed in 1994. Strong urban growth boundary approved by voters. But this process can help articulate it in a more specific way.

What do the people who live, shop or work here want Sebastopol to be?

- One camp is the people who grew up here. Another contingent of people who have moved in during the last twenty years want to see it stay small and rural.
- The groups you will hear from is not the ones who have been here all their life; it will be the ones who want some change. It has become a better community over the years. The plaza is better than the former parking lot. The people who moved here to get away from sprawl are now here wanting no more change.
- In comparison to the other cities in Sonoma County, Sebastopol has an identity of being off the freeway. There is an educated involved citizenry that might like a Seaside, Florida model and a group that might like a Mayberry model. It has the potential to be a jewel that stands by itself with character and a shine to it with a tune up.
- Park right where shopping is.
- Never wait for more than one signal cycle.
- Want cars to stop for pedestrians. At the post office, drivers will swerve to avoid pedestrians rather than slow down and yield.

- A lot of people would want to keep the small town feeling. There are few trails here because it is surrounded by rural sprawl. There is no place for people to walk or run in the fringes. Not so much the volume of traffic as it is the speed and aggressiveness of the drivers in town.
- Trail system under development has very urban connections.
- One dream is not be at the intersection of two state highways, but that can't be done. Within the town, reconfigure the route of the traffic so it doesn't impact town so much.
- People love this town for rural small town feel and proximity to bigger areas.
- Diversity is changing because of cost of housing. Very active arts community. Artists donate pieces to community.
- Safe streets for kids is a concern for parents.
- Some people fear removal of state highways would kill downtown business. Most traffic is locally generated.
- The crossroads is the lifeblood for businesses (hotel).
- This is the road that goes place people want to go.

What critical element not yet discussed needs to be in the report and the process ?

- Consensus.
- Identify problems before solutions.
- Don't focus on regulatory issues with Caltrans.
- Address the need to validate some of the alternatives w/technical data. Well thought out decisions needed.
- Make sure we have broad based participation.
- Include cost elements and make sure people know it won't happen overnight. Provide implementation steps.
- Stay focused on major streets; don't get involved in neighborhood problems.
- Explore long term ramifications; no condemnation allowed.

10:00 Retail Group

What outcome do you want for this process?

- North end of town often gets ignored. Look at issues such as the need for a bus stop and ADA compliance on Gravenstein Highway north.
- Consider south end also; commercial core is really lineal.
- Favor local traffic, not the 50% passing through.
- Important that the community is pulled together as a community rather than competing with each other street by street; work together for the same goals.
- Balance the center of town with north, south, and the total community. The bigger vision was not seen 6-7 years ago when they established the urban growth boundaries. Affordable housing is not possible within the city limits because there is no land, so the seeds for gentrification were sown.
- Use vehicular and pedestrian friendly designs. Unless you are familiar with the community the one way system is unfriendly.
- At Fircrest Market there is a speeding and a left turn problem. Store sometimes have to send clerks out to stop traffic for ladies to cross to the trailer park.
- To cross town takes 20-30 minutes each way because of the commute traffic. Divides town because people don't want to cross the town. Can't turn left onto 116.
- 116 north at 5 is congested. Northbound traffic is the biggest problem. 4:30 – 6:00 Friday night is a good example. Between peaks traffic isn't bad.
- Bicycling is dangerous. Three employees transported to the hospital from bicycle crashes. Provide bike lanes, not bike paths. Speed of traffic is a problem but defined space is a bigger issue. The path from Sebastopol to Santa Rosa is fabulous but when you get into Sebastopol it is awful. We need good bike racks.
- Bicyclists crossing McKinley is a problem.
- Town square is like a median because of the traffic; children could dart into traffic.
- Some traffic cuts through residential areas to avoid Main Street traffic, but police work reveals most speeders are local residents.

- It isn't just speed through the neighborhoods; there is so much infill that there are many cars parked in the street and you sometimes have to wait for a car to get through before you can pass.
- No traffic calming has been done here yet. They knew the signals would have neighborhood impacts. All they have done is install stop signs... 3 in the last 1-1/2 years, but they know that isn't the ideal solution.
- Don't be limited to what we know Caltrans will accept, even if we have to take the designation as a state road away.
- Discussion should focus on the future because the communities that surround us will define the traffic in the future. The lack of affordable housing forces people to live further away.
- There is no easy east/west route to Bodega. A lot of opposition to a north/south alternative.
- Remember the broader areas for the market. If we had more residential type of shopping more people would be using us. It has to be convenient for people to shop here without putting an additional burden on us.
- If it was more pleasant for walking it would attract the markets people who live here want.

Do you have the opportunity to have distinct village atmosphere in various parts of the city?

- It is, but it isn't happening.
- Housing patterns aren't compatible with making this a village. You would have to apply certain things to make it look like a village and that would help.
- Lack of parking is a sign of vitality. Concept of walking is not a valid concept; a minority of folks who live close in can walk. The people who come from a 55 mile radius around Sebastopol must be accommodated in a livable pattern.
- Teenagers have no place to hang out. One café moved benches because the kids like to hang out there. They hang out in the parking lot at the Vet's Hall and in Ive's Park parking lot.
- The children and teenagers who walk and skate around town need to be accommodated. Seniors have a shuttle. Look at full range of life cycle and how they use the town.

What is the stated vision of Sebastopol long term?

- The general plan emphasizes the downtown.

What is it we most need to hear from you now?

- Stay focused; come up with solutions that can actually be implemented. We've done a lot of studies.
- Come up with things that are not way out in the future; tell the truth, not what you think we want to hear.
- Realistic solution that are broad based for the entire community.
- Walkable also depends on responsible pedestrians.
- Clear vision, but implementable stages.
- Help on how to education the community.
- Create more of a neighborhood type of environment. Consumers seek intimate environments like that provided in Petaluma.
- Make it so everyone can get to the center of town, but as soon as they get there things slow down. Allow traffic to get through town but preserve sense of safety for those who life here.
- A 1990 study of the downtown corridor has many of the solutions, traffic calming, if we had built the plaza that was envisioned we would be well along. It wasn't built because of parking issues. The plaza built was a compromise solution.

11:00 Emergency Providers

What is your hope for an outcome for this process?

- To reduce injuries or death from vehicle crashes, especially pedestrian crashes. People are conscientious here, but continue to raise awareness. Improve driver visibility and crosswalks.
- Concern about traffic.
- It is ridiculous to have a one way street in front of a hospital. No ADA on curbs by hospital.
- Would like bike path and walking path.

- Slow traffic; road not wide enough in some places. Congestion when people turn off 116. No traffic signal.
- Some nasty crashes in crosswalks.
- Pedestrian safety, safe routes to schools zone
- Bridge social, technological, and environmental issues.
- Pedestrian safety; some areas need a lot of engineering work
- Reduce severity of vehicle crashes
- Traffic flow not a big priority for the fire department. The community wants to stay rural and they are supportive of that.

What are the types of crashes most common, how severe are they, and how numerous?

- Only deaths are pedestrian/vehicle in non-crosswalk areas... mid block and people trying to cross on the highway sections. Most common accident is a rear ender; minor injury.
- Between highway 12 and Morse Avenue there were 39 traffic accidents with 15 injuries. It is the most crash prone area in town.

What percentage of people speed down 116?

- Ninety percent. Police cite at ten over the limit.
- Caltrans 3 months ago recommended maintaining the 30 mph speed within the jurisdiction. 35 mph on Gravenstein Highway north.
- Most speeding is on 116 from Safeway south to Palm Avenue. On weekend tourist a jockeying for positions where it goes from two to one lane; most of those cites are local. Some red light running.
- Speed causes most crashes; following too closely; pedestrian crashes still the most concern because of severity of crashes. Not aware of many bicycle crashes.

What are your thoughts on the bigger issues of neighborhood traffic problems, traffic calming?

- Fire department is volunteer and it takes them about 3 minutes to respond after a call is received. They have a goal of 5 minute response and have trouble meeting that goal today in the south.

- Speed humps and bumps create significant problems for emergency times. Don't know anyone with roundabouts but don't see a problem if they are in the south of town. One lane roundabout would be a problem because they wouldn't be able to get through if a vehicle stopped in the roundabout.

What impact do stop signs have on your response time?

- No problem, they slow trucks down some but if the visibility is good you don't have to come to a complete stop. They slow at all intersections even if the light is green. Calls are 60% medical, 10% or less fire, the rest vehicle crashes and hazmat. Daytime all calls get a full size engine in the evening they respond with a squad, but they all require the same amount of space and turning radius.
- In late afternoon on a north/south call police will take a detour, but they don't like to use side streets because the siren attracts children.
- Bodega Avenue is worst area for congestion for fire during commute hours. Traffic backs up clear to the fire station doors.
- Intersection at Bodega doesn't let many cars through on a green. Bodega doesn't have a center turn lane so they sometimes have to go in the opposite lane of traffic.

What would cause a serious problem if we left town without considering this issue?

- Speed humps.
- No space to pull over
- On 12 as you come in just south of Petaluma there are places where people won't pull over and they have trouble transporting. East of town.
- Eliminate roundabouts; they won't work with 18 wheelers.
- Speed bumps are a liability.
- Going back to a two way street system would be a nightmare.
- 95% of crashes are on the state highways. There is a perception of problems on streets where there are no accidents.
- Make sure the community at large has access to the hospital.
- One-way couplet doesn't create any additional travel for ambulance.
- Roundabouts eliminate too much parking in front of resident's homes.

- Education and prevention; need more speed trailers - updated versions.
- Can't work radar on some streets; not legal.
- Don't do traffic calming because it will slow down fire and can damage equipment.
- Resolve pedestrian safety issues at:
Hillsburg Avenue at Murphy
So. Main to post office
No. Main at Ketting Ave
So. Main at Burnette
Petaluma at the bike trail; Caltrans won't put in a crosswalk there.
Unofficial crosswalks: Weeks Way @ the plaza crossing and McKinley at the shopping center.
- Most are T intersections. Visibility poor.
- At No. Main at Healdsburg the lane is dropped after the intersection. People trying to merge into one lane cause problems.
- Gravenstein Highway north, no gaps in traffic for people to pull out. Signals needed to create gaps and facilitate turns.
- Signalization needed at:
Fircrest and Gravenstein Highway south
Healdsburg at Murphy or Florence
- Signal interrupt system for emergency apparatus (Opticom) needed at:
Bodega at Main
Petaluma at Sebastopol
Sebastopol and Morris

1:00 p.m. Nonmotorized Transportation Group

What needs to change as a result of this process?

- Highway 116 functions as a through route to the detriment of Sebastopol.
Downtown is a mess
- Pedestrian safety: cars don't show courtesy
- Pedestrian and bicycle safety and amenities to encourage both of those activities.
We need to look at calming traffic flow throughout the city, including residential neighborhoods, to ensure we don't divert traffic. To create a shopping environment we need to create a more pedestrian environment like malls have.

- Caltrans regulations seem to prevent adding bicycle lane. Even as an experienced cyclist it is a dangerous area.
- Senior concerns are ADA and some sort of handrail to hold onto, longer pedestrian signals across the three lanes of traffic... they are afraid of 3 lanes. Foot patrol of patrol in downtown would make them feel safer. Lot of seniors live within walking distances and prefer to walk to town. They love the benches. Concerned about bicycles because they move fast.
- An estimated 40% of Sebastopol's residents are over 55, and 50% of the senior citizens have some blindness.
- So Main at the post office is very dangerous. Multiple threat common; speeds too high, probably 45 m.p.h. More police intervention needed. It is three lanes wide through town, then two lanes, then one, and everyone is race-caring to get into the through lane. If they see traffic slowing for a pedestrian in a crosswalk they are likely to punch it to get around the stopped car. Getting across the street is very hard. Don't believe in roundabouts but don't want traffic flow compromised. Make motorists aware pedestrians have right of way.
- Suggestions:
 - Use countdown signals to show seniors how long they have to cross.
 - Imbedded crosswalks lighting.
 - Tables at crosswalks to slow drivers
 - More visible crosswalk markings
 - Video cameras at selected locations to catch red light running
 - More police vigilance
 - Orange flags at crosswalks
- The state needs to understand this is our town and we should be able to do what we want with the state highway.

Street Smart Sebastopol

*A Community-Based Workshop
Sponsored by the Metropolitan Transportation Commission
and the
City of Sebastopol*

*Friday, August 4, 2000
Parkside School Multi-Purpose Room
7450 Bodega Avenue
7:00 P.M.*

1. Welcome and Introduction
 - Mayor Ken Foley, City of Sebastopol
 - Dan Burden, Walkable Communities, Inc.
2. Overview of Workshop
3. Tools, Techniques and Possibilities
4. Discussion of Priorities and Issues
5. Priorities for Workshop
6. Summary and next steps

*Plan to attend the next session tomorrow!
Same place, 9 A.M.*

Bring walking shoes, lunch and your ideas...

Public Meeting Notes

Friday, August 4, 2000

Process is critical to obtaining community ownership when it is time to fund and implement capital improvements. The charrette process provides several opportunities for residents to comment, share, and vision together. The first of these opportunities occurred on Friday evening. A summary of the activities and findings follows:

Mayor Ken Foley opened the meeting and invited those present to contribute their ideas, even those that might not be realistic. He then turned the meeting over to Dan Burden of Walkable Communities, Inc.

Dan explained that a charrette helps develop the community involvement that creates ownership in the product so it doesn't become another plan on the shelf. Most of the people present have lived in the Sebastopol area over 5 years, with some having lived here seventy years.

The audience then wrote on small cards why they live in Sebastopol:

"It's a friendly, attractive city, with a good number of intelligent people (it needs some more). It's a great location."

"The arts and the healing community."

"The small town charm and the efforts to keep it a charming place."

"It's a friendly community where I feel safe."

"Cool summer breezes, nice quality of life...."

Dan then asked people to write one word that describes an important value on each of the five sticky notes distributed as they came in – something they don't want to give up. People were then asked to affix their notes to a wall in categories. Dan pointed out this exercise shows how community members share certain values.

Friendly, caring

Safety

Community

Beauty

Environment (nature, birds)

Small, charming

Photos of cities around the United States were shown to demonstrate how some other cities have changed their cities, transforming five lane highways to one lane roads, returning streets to brick, and adding streetscaping. Even with the high price of gasoline, more traffic is likely. Planning for change will determine how the future looks.

Following the visual presentation the audience was asked to identify the most important problems:

- Easy to get to the hospital
- Limit traffic coming in; divert it before it gets here
- Sidewalks on every street
- Eliminate brush that overhangs sidewalks
- Safe crosswalks
- Bike trails more accessible and contiguous
- Consider eliminating one way streets (applause)
- Slow traffic south
- Slow traffic north
- Pleasant walking condition
- Make downtown main street into a mall
- Widen sidewalks downtown
- Zero population growth
- Roundabouts
- Make the plaza twice the size
- Limit size of houses
- Better traffic systems management
- Denser residential zoning
- Growth boundaries
- Reduce traffic around the plaza
- Make it possible to cross the road where 116 splits
- Benches where people walk
- More trees and green
- Landscaped medians
- Reroute semi tractor trailers
- Preserve rural Sebastopol
- Improve side street traffic flow
- Reinstall the train down Main Street
- More senior housing
- Housing for service people
- Take over ownership of Main Street
- Bypass
- Don't route traffic through neighborhoods
- 15 mph speeds inside
- More traffic controls as you leave the rural area
- Bike lanes
- Integrate pedestrian and bicycle access with bus system
- Bike racks at transit centers
- Speed bumps
- When in filling downtown study traffic impacts

- Community oriented police enforcement
- Good places for teenagers
- Improve south town drab
- Make bus system usable
- Fabric maps of town
- Better location for teen center
- Rail trolley
- Reduce the number of lanes on main street
- Illuminate crosswalks
- Sidewalk cafes
- Improved access to the laguna
- Vigorous enforcement of severe violations of traffic laws
- Memorials to injured
- Gateways
- Child friendly access to schools
- Improved disability access
- More public art

People voted for these ten top issues:

1. Widen sidewalks
2. Eliminate one-way streets
3. Slow traffic north and south bound on 116
4. More trees on State Route 116 downtown
5. Reduce number of lanes on main street
6. Roundabouts
7. Reroute big trucks
8. Bypass State Route 116
9. Bike Lanes
10. Gateways into town

Design Session Notes

Saturday, August 5, 2000

About 75 people met to view a visual presentation regarding various aspects of transportation and urban space design, participants worked together to develop suggestions for changes. The following points summarize citizen presentations:

Group 1

- South Gravenstein Highway to Petaluma Avenue, provide roundabouts
- Roundabout gateway into town
- Starting at Cooper Road, make more of announcement of entry.
- Narrow road with bulb outs and put a gateway feature in bulb out
- Use landscaped median islands with cuts for left turns at strategic locations
- Mid block crosswalk at Holiday Inn
- Bus stop shelter at Holiday Inn
- Roundabout at Lynch and at Fircrest: will need some property to do these.
 Gaining a driveway could entice Fircrest and save parking
- Large oak or other native tree in roundabouts
- Continuous sidewalks w/planter strip, historic lighting and colored bike lanes
- Traffic calm neighborhood streets
- Improve existing midblock crosswalk at mobile home park
- Bulb outs at all intersections
- Benches for seniors
- Adopt an Island program for help with landscaping
- Eliminate 'suicide' lanes
- Convert one-way streets to two-way: Take Petaluma and make it the 116 route for through-traffic. Minimize left turn conflicts with median island. Maintain parking for businesses. Roundabout at that point
- Roundabout at Litchfield and Palm
- Main Street would be for two-way local traffic
- Make McKinley two-way
- Underground utilities

Group 2

- Northern Sebastopol near Albertsons, Fiesta Market
- Roundabout at Hurlbut to serve shopping center
- Raised landscaped, lit, medians instead of two way turn lane from Hurlbut to
- Bus pullout
- Roundabouts at Covert and Hurlbut
- Truck apron
- Bike lanes along 116
- Covert Lane: main connection to the park and other areas

- On Zimpher Drive, eliminate left turn onto Covert. Divert traffic to roundabout to make access Covert.
- Crosswalks at key areas w/imbedded lights
- Parking area on south side of Covert for local residents
- Bike lanes on Covert

Group 3

- Same map as group 2; they did the same things except:
- Covert: narrower, trees, bulbouts: slow traffic
- Roundabout at Healdsburg and Covert
- Direction sign southeast where the break in the traffic is that directs traffic
- Ask Ace Hardware if they could open up pathway to the shop center between the Fiesta and Redwood shopping centers.
- Include medians and right turn lanes
- Add and/or widen sidewalks
- Add bike lanes
- Ask stores to do 'makeovers' for their own financial benefit
- Add benches in the area
- Possible roundabout at Mill Station

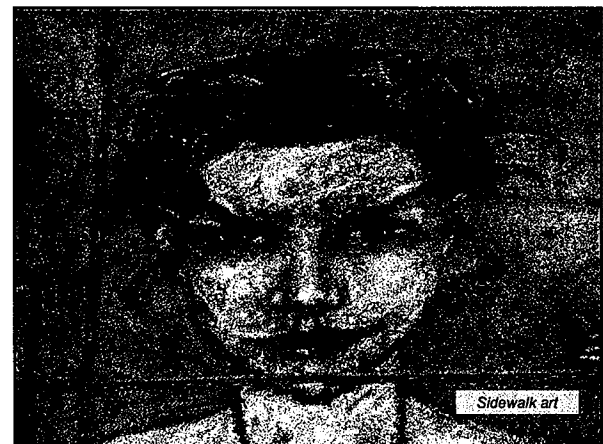
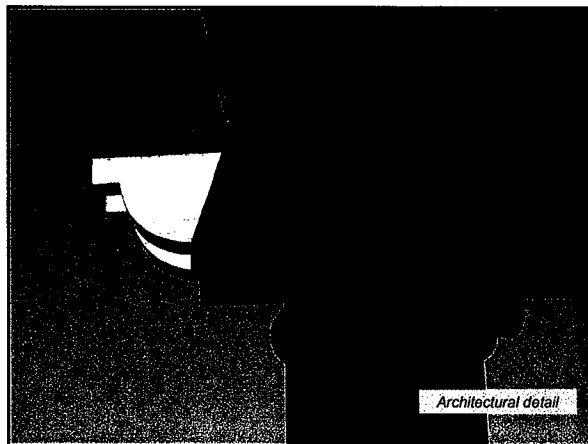
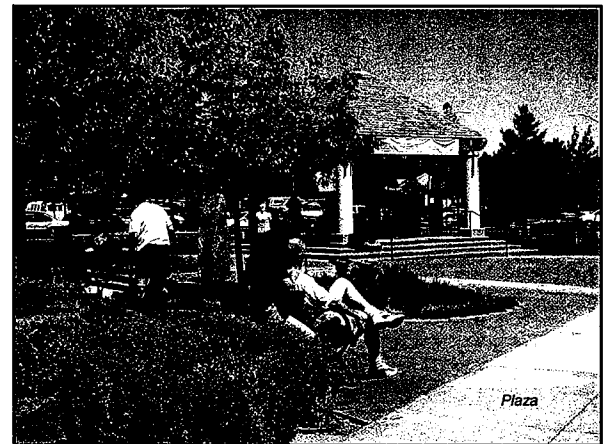
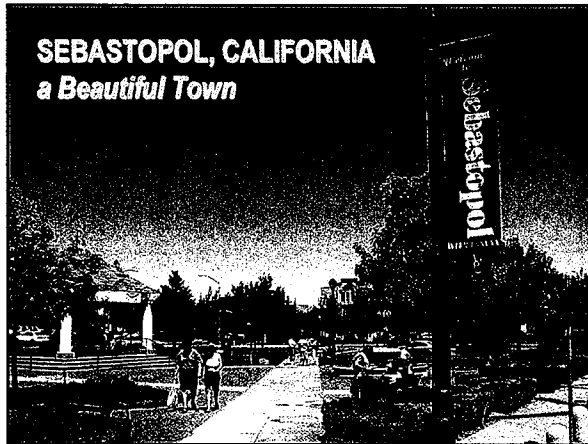
Group 4: Downtown Area

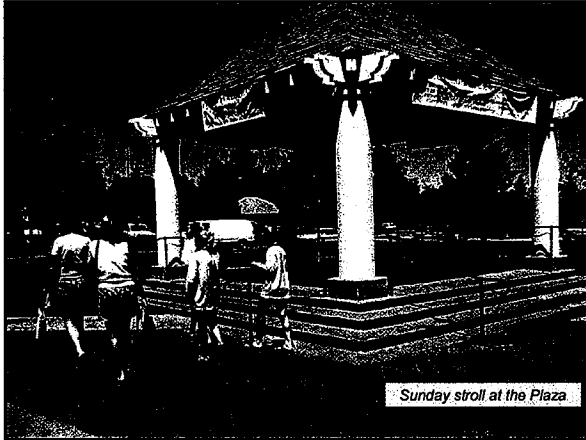
- Change one-way traffic to two way traffic flows
- Midblock crosswalk between Plaza and Whole Foods
- Roundabout at Main and McKinley; use parking lot to gain space
- Big trucks should be diverted to Occidental or Guerneville Roads
- Bulb outs on Main Street to gain sidewalk space for tables, teens, benches, greenery
- Short medians where feasible
- Johnson Street: more trees; potential walkway from Morris Street Community Center area to Arts Center
- Roundabouts at intersections where they will fit; especially important at library
- Roundabout at high school
- Talked about Petaluma being 116 and Main Street being local only; no consensus on this or the reverse of the two
- Bike lanes highway 12 both sides; link to bike trails
- Crosswalk at bike path by Power House
- Peak hour traffic jam at Wallace: right turn only
- Morris street near community center: add sidewalk on opposite side of street
- Midblock crosswalk on Main by East West Café.

Group 5

- Change traffic flow to two way
- Roundabout
- Divert trucks to Petaluma Road to permit roundabout on Petaluma
- Crosswalk on McKinley
- Diagonal parking on Main Street
- Planted separators
- Add five feet to each sidewalk
- Benches face each other
- Strip of landscaping separating sidewalk from traffic
- Shared bike/vehicle lanes (slow traffic)
- On Petaluma bikes on one side and diagonal parking on the other side.
- Bodega needs trees
- Pedestrian area being created near Center for Arts: close one road to connect this area either temporarily or permanently. Trucks would have to be diverted in a “u.”
- Median in Main Street area on portions where they don’t have parades.
- Need a roundabout or bulb outs on five-intersection site
- Roundabout High School Road and 116
- Trees on Bodega
- Roundabouts may be too expensive
- The idea on Main Street is to eliminate the conflict between bikes and diagonal parking. (the audience felt it might be hard to get the bicyclists to adhere to this plan)
- The pedestrian mall they created would cover the area where the plaza is now.

Dan explained that the consultants would now take the input provided and refine it into something that works. A staging plan will be included in the final product. Something on the ground within the first six weeks, then the following six months, is critical. Some things may require a change in political climate.





Sunday stroll at the Plaza



Free Concert at the Plaza

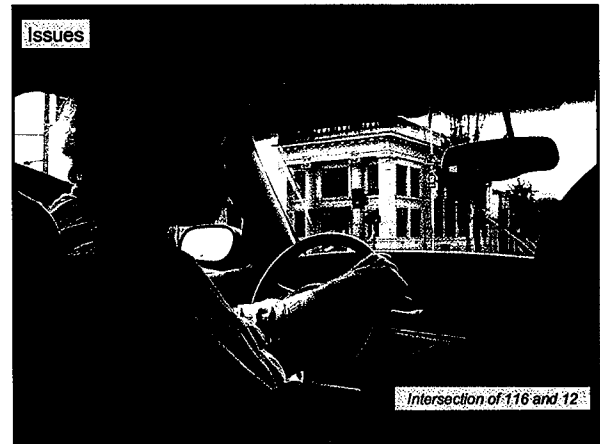


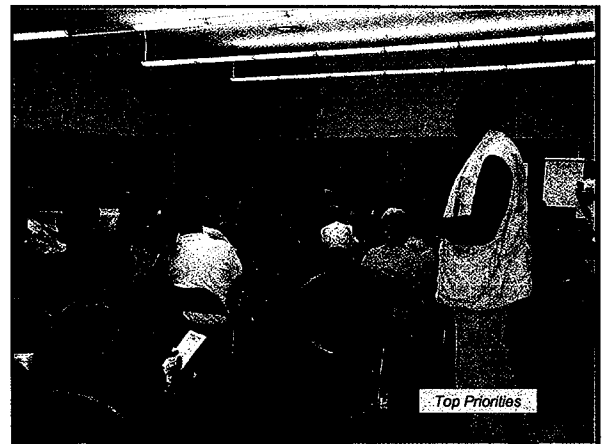
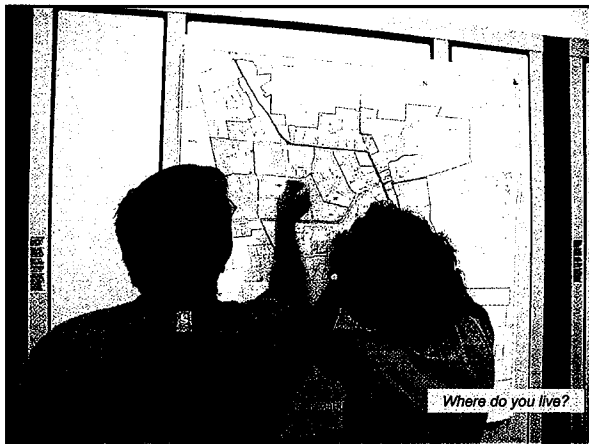
Night Performance

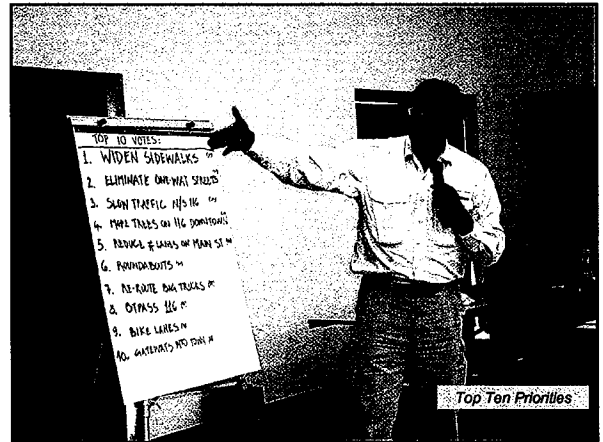
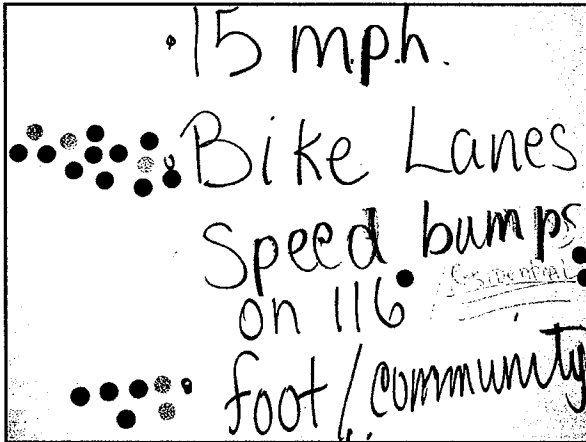
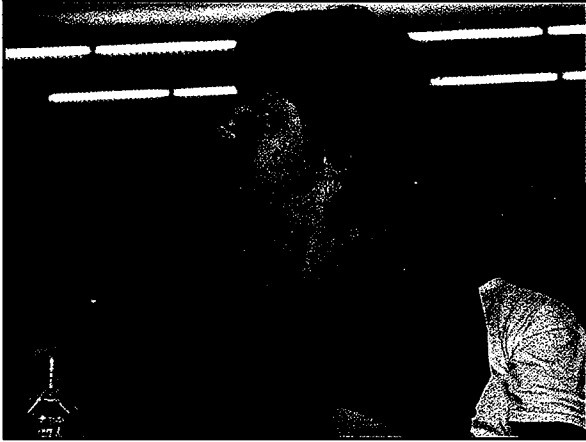


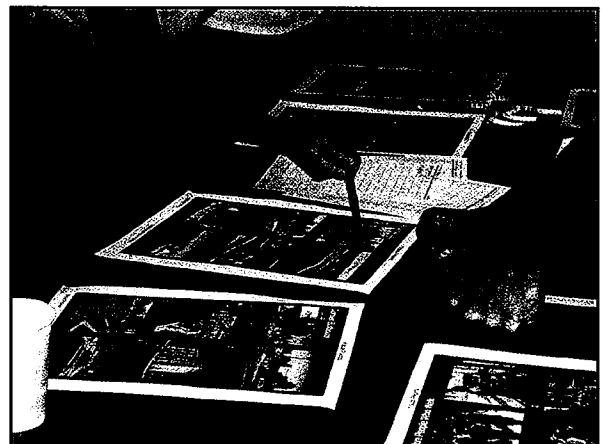
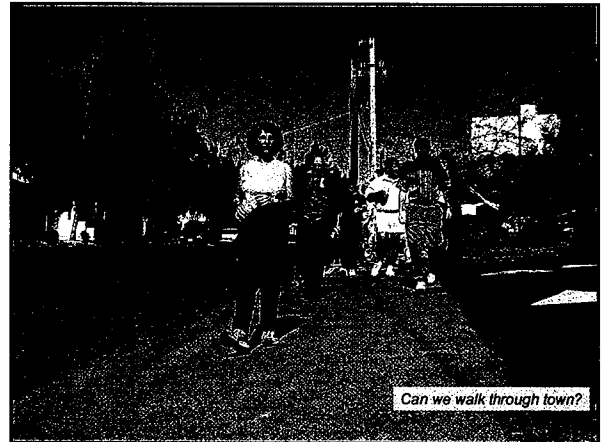
Posing for photograph

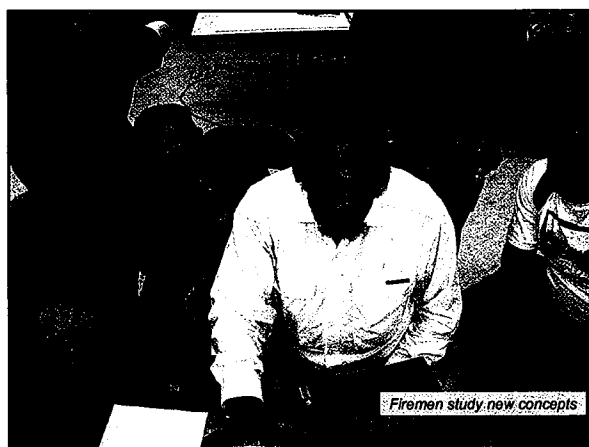
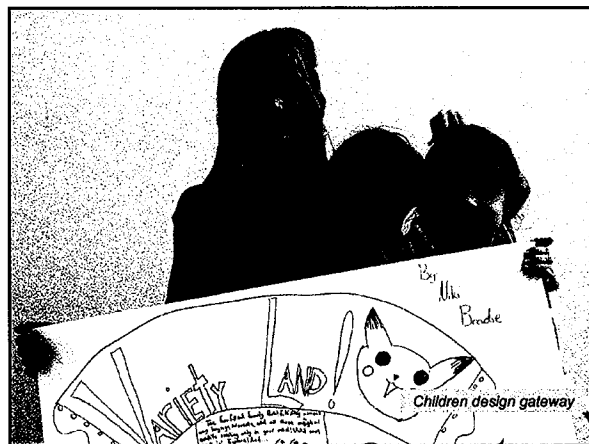
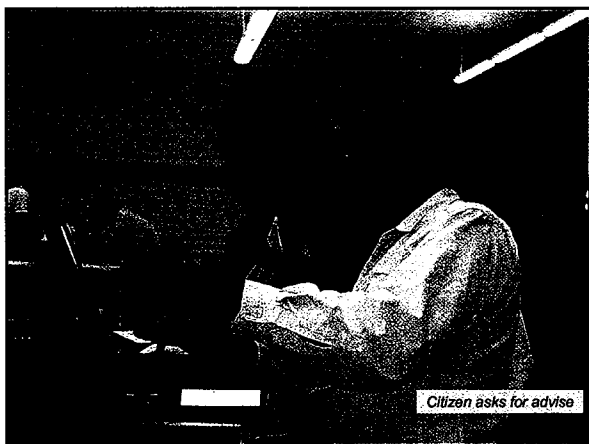


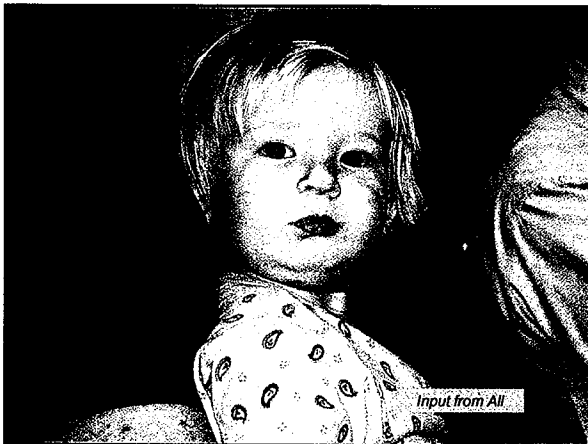
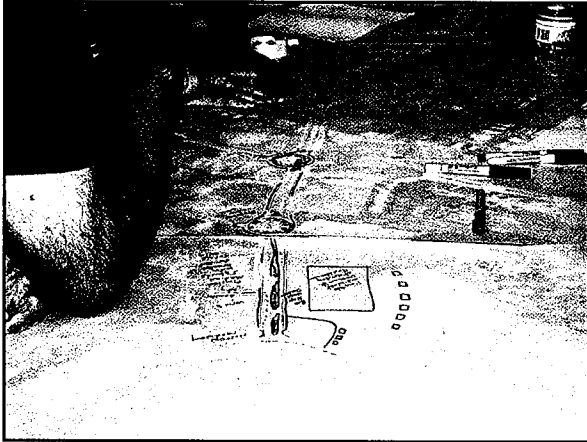


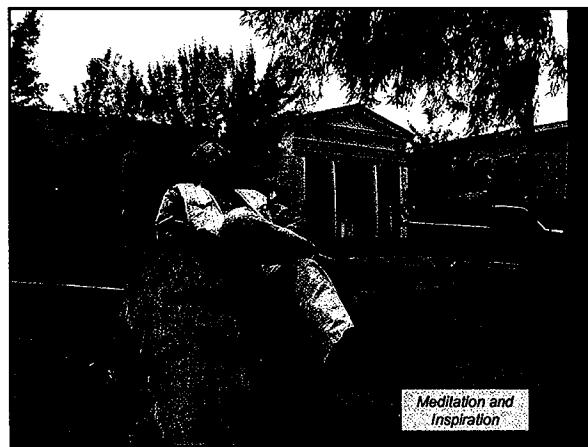
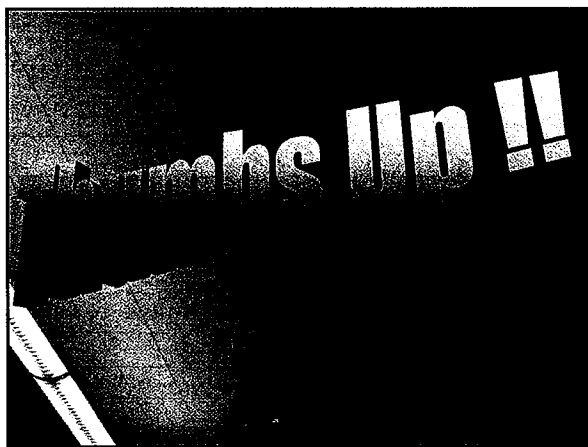






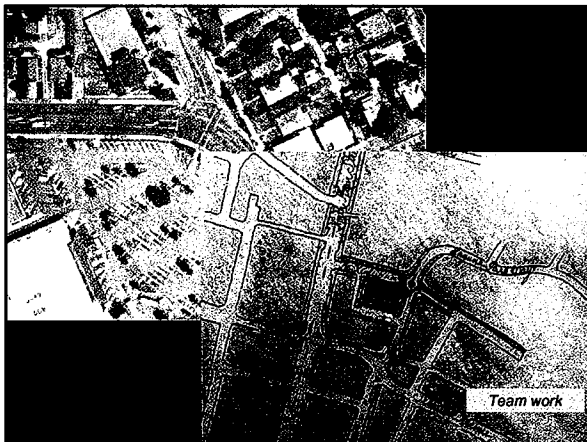




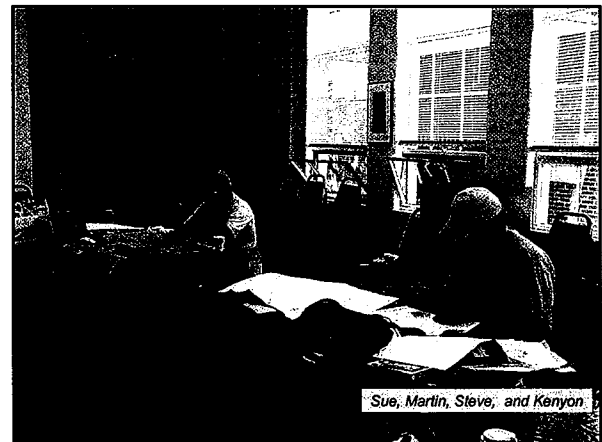




Celine and Ramon



Team work



Sue, Martin, Steve, and Kenyon

